

**FINAL
ENVIRONMENTAL IMPACT REPORT
for the proposed**



SPECIFIC PLAN

SCH 2005111048

OCTOBER 2006

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“VENTANA” AT DUNCAN CANYON
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Prepared for:
City of Fontana

Prepared by:
David Evans and Associates, Inc.

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OCTOBER 2006

TABLE OF CONTENTS

SECTION		PAGE
	EXECUTIVE SUMMARY	S-1
1.0	INTRODUCTION	1-1
1.1	Overview	1-1
1.2	Purpose of the EIR	1-1
1.3	Methodology.....	1-5
1.4	Scope and Format of the EIR	1-7
2.0	ENVIRONMENTAL SETTING	2-1
2.1	Project Location and Environmental Setting.....	2-1
2.2	Project Background	2-7
2.3	Applicable Plans and Policies	2-7
3.0	PROJECT DESCRIPTION	3-1
3.1	Objectives of the Project.....	3-1
3.2	Project Characteristics	3-1
3.3	Discretionary Actions	3-11
4.0	ENVIRONMENTAL IMPACT ANALYSIS	4.1-1
4.1	Introduction	4.1-1
4.2	Land Use and Planning.....	4.2-1
4.3	Population and Housing.....	4.3-1
4.4	Transportation and Circulation	4.4-1
4.5	Air Quality.....	4.5-1
4.6	Noise	4.6-1
4.7	Geology and Soils	4.7-1
4.8	Hydrology and Water Quality.....	4.8-1
4.9	Biological Resources	4.9-1
4.10	Cultural Resources	4.10-1
4.11	Mineral Resources.....	4.11-1
4.12	Agricultural Resources	4.12-1
4.13	Public Services.....	4.13-1
4.13.1	Police Protection and Law Enforcement Services.....	4.13.1
4.13.2	Fire Protection Services	4.13-4
4.13.3	School Services	4.13-7
4.13.4	Parks and Recreation	4.13-10
4.13.5	Library Services	4.13-13
4.13.6	Medical Services.....	4.13-14
4.14	Utilities	4.14-1
4.14.1	Water Services	4.14-1
4.14.2	Wastewater and Sewer Services	4.14-6
4.14.3	Storm Drainage	4.14-8
4.14.4	Solid Waste Disposal.....	4.14-10
4.14.5	Electrical Power Service	4.14-13
4.14.6	Natural Gas Service.....	4.14-15
4.14.7	Telephone and Cable Television Services	4.14-17

SECTION	PAGE
4.15 Human Health and Hazards.....	4.15-1
4.16 Visual Quality and Aesthetics	4.16-1
5.0 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES	5-1
6.0 CUMULATIVE IMPACTS	6-1
6.1 Related Projects.....	6-1
6.2 Cumulative Impact Analysis.....	6-4
7.0 GROWTH-INDUCING IMPACTS	7-1
8.0 IMPACTS FOUND TO BE INSIGNIFICANT	8-1
9.0 ALTERNATIVES TO THE PROJECT.....	9-1
9.1 Summary of Project Actions and Objectives.....	9-1
9.2 Summary of Significant Impacts	9-1
9.3 Alternatives Analysis.....	9-1
9.3.1 No Project Alternative	9-2
9.3.2 Existing Land Use Designations	9-5
9.3.3 Residence Preservation Alternative.....	9-8
9.3.4 Lower Intensity Development.....	9-10
9.3.5 Alternative Sites	9-13
9.4 Environmentally Superior Alternative.....	9-16
10.0 MITIGATION MONITORING PROGRAM.....	10-1
10.1 Standard Conditions	10-2
10.2 Mitigation Measures.....	10-7
11.0 RESPONSE TO COMMENTS	11-1
11.1 Comments Received on Draft EIR.....	11-1
11.2 Responses to Comments	11-2
11.3 Changes to Draft EIR.....	11-17
12.0 REFERENCES AND PREPARERS	12-1
12.1 References	12-1
12.2 Persons Contacted	12-3
12.3 Preparers of the EIR	12-4
APPENDICES	
A NOTICE OF PREPARATION (NOP AND MAILING LIST	
B RESPONSES TO NOP	
C TRAFFIC IMPACT STUDY	
D AIR QUALITY STUDY	
E NOISE STUDY	
F GEOTECHNICAL INVESTIGATION	

APPENDICES

- G HYDROLOGY STUDY
- H BIOLOGICAL RESOURCE STUDIES
- I CULTURAL RESOURCE STUDY AND HISTORIC EVALUATION
- J PUBLIC SERVICE CORRESPONDENCE
- K WATER SUPPLY ASSESSMENT
- L PHASE 1 ENVIRONMENTAL SITE ASSESSMENT

LIST OF FIGURES**PAGE**

	PAGE
2-1 Regional Map	2-2
2-2 Vicinity Map	2-4
2-3 Aerial Photograph.....	2-6
2-4 Existing Land Uses	2-8
2-5 Existing General Plan Designations	2-10
2-6 Existing Zoning	2-12
2-7 Redevelopment Plan Boundaries.....	2-13
2-8 North Economic Zone	2-15
2-9 Specific Plan Areas	2-16
3-1 Land Use Plan	3-3
3-2 Conceptual Development Plan.....	3-4
3-3 Proposed Land Use Plan Amendment	3-9
3-4 Proposed Circulation Master Plan Amendment	3-11
3-5 Proposed Zone Change	3-12
4.4-1 Existing Roadway Geometrics.....	4.4-4
4.4-2 Existing AM Peak Hour Traffic Volumes	4.4-5
4.4-3 Existing PM Peak Hour Traffic Volumes	4.4-6
4.4-4 AM Peak Hour Project-Related Traffic	4.4-11
4.4-5 PM Peak Hour Project-Related Traffic.....	4.4-12
4.4-6 Buildout with Project Traffic Volumes – AM Peak Hour	4.4-15
4.4-7 Buildout with Project Traffic Volumes – PM Peak Hour	4.4-16
4.4-8 Recommended Intersection Geometrics.....	4.4-18
4.4-9 Internal Traffic Controls	4.4-20
4.6-1 Acoustical Scale	4.6-2
4.6-2 Noise from Construction Equipment.....	4.6-6
4.7-1 Topography	4.7-2
4.7-2 Soil Associations	4.7-3
4.7-3 Earthquake Faults.....	4.7-5
4.8-1 Groundwater Basin	4.8-2
4.8-2 Flood Hazards Map	4.8-5
4.9-1 Existing Vegetation	4.9-2

LIST OF FIGURES	PAGE
4.10-1 On-site Cultural Resources	4.10-3
4.10-2 Lytle Creek Winery Structures.....	4.10-5
4.11-1 Mineral Land Classification	4.11-3
4.12-1 Farmland Designation	4.12-3
4.17-1 Site Photographs	4.17-2
4.17-2 Site Photographs	4.17-3
6-1 Location of Related Projects.....	6-5

LIST OF TABLES	PAGE
S-1 Summary of Environmental Impacts and Mitigation Measures.....	S-5
2-1 Population Growth.....	2-3
3-1 Land Use Summary	3-2
4.2-1 Consistency with SCAG Policies	4.2-8
4.3-1 Population Growth.....	4.3-1
4.3-2 Regional Projections.....	4.3-2
4.4-1 Existing Peak Hour Intersection LOS.....	4.4-7
4.4-2 Trip Generation	4.4-9
4.4-3 Buildout (Year 2030) Peak Hour Intersection LOS	4.4-10
4.4-4 Buildout with Project Peak Hour Intersection LOS	4.4-13
4.4-5 Change in Intersection LOS – AM Peak Hour	4.4-13
4.4-6 Change in Intersection LOS – PM Peak Hour.....	4.4-14
4.5-1 Ambient Air Quality Standards.....	4.5-2
4.5-2 Air Quality Monitoring Data.....	4.5-4
4.5-3 Construction Activity Emissions	4.5-8
4.5-4 Project Related Operational Emissions	4.5-9
4.5-5 One-hour CO Concentrations	4.5-12
4.6-1 Noise/Land Use Compatibility Standard.....	4.6-3
4.6-2 Projected-Related Noise Impacts	4.6-7
4.6-3 Interior Noise Levels near Duncan Canyon Road.....	4.6-9
4.6-4 Interior Noise Levels near I-15 Freeway	4.6-9
4.6-5 Acoustical Upgrades	4.6.10
4.7-1 Earthquake Faults	4.7-6

LIST OF TABLES	PAGE
4.9-1 Plants Species	4.9-3
4.9-2 Animal Species.....	4.9-5
4.9-3 Sensitive Plant Species That May Occur in the Area	4.9-7
4.9-4 Sensitive Animal Species That May Occur in the Area.....	4.9-8
4.13-1 Crime Incidence	4.13-2
4.13-2 School Enrollment.....	4.13-7
4.13-3 Student Generation.....	4.13-8
4.14-1 Estimated Water Consumption.....	4.14-3
4.14-2 Estimated Sewage Generation.....	4.14-7
4.14-3 Estimated Solid Waste Generation	4.14-12
4.14-4 Estimated Power Consumption	4.14-14
4.14-5 Estimated Gas Consumption	4.14-16
6-1 Related Projects in Fontana.....	6-1
6-2 Related Projects in San Bernardino County.....	6-4
9-1 Comparison of Alternatives.....	9-18
10-1 Standard Conditions.....	10-2
10-2 Mitigation Monitoring Program	10-7

EXECUTIVE SUMMARY

□ INTRODUCTION

This Final Environmental Impact Report (EIR) analyzes the potential environmental impacts of the proposed “*Ventana*” at *Duncan Canyon Specific Plan* (“proposed project” or “project”) for an approximately 103.31-acre site in the northwestern section of the City of Fontana in San Bernardino County. The proposed Specific Plan would allow for the development of the project site with a mixed-use community featuring as many as 842 residential condominium units within 5 planning areas at the eastern, central, and southwestern sections of the site and a total of approximately 574,500 square feet of commercial retail, corporate office, hotel, restaurant and research and development uses at the central, northwestern, and southwestern sections of the site. Plazas, paseos, pocket parks, pedestrian bridges, and open areas would be provided within the proposed development to connect the various land uses.

Aside from the adoption of the Specific Plan, the proposed project will involve a General Plan Amendment (GPA) to change the land use designations at the project site from Regional Mixed Use to General Commercial and Multi-Family Residential. The GPA would also reclassify the segment of Duncan Canyon Road from Lytle Creek Road to Citrus Avenue as a Major Highway and the segment of Citrus Avenue, along the site boundaries and north of Duncan Canyon Road, as a Primary Highway. In addition, the GPA will set the alignment of Lytle Creek Road and reclassify its northern end from Secondary Highway to a Modified Collector. Likewise, a Zone Change would be needed to rezone the site to Specific Plan. The existing right-of-way for Lytle Creek Road would also be vacated. In addition, approval of several parcel maps and tentative tract maps would be needed to subdivide the site into various planning areas, building parcels, and individual lots. Design review approval would also be needed for the site and architectural plans of individual planning areas and structures.

This EIR serves as an informational document intended for use by the City of Fontana, decision-makers, responsible and trustee agencies, interested parties, and members of the general public in evaluating the potential environmental effects of the proposed *Ventana at Duncan Canyon Specific Plan*. This document has been prepared in accordance with all criteria, standards, and procedures of the California Environmental Quality Act (CEQA) of 1970, as amended, (PRC 21000 et seq.), the State CEQA Guidelines (CAC Section 15000 et seq.), and the City’s local CEQA Guidelines. Per Section 21067 of CEQA and Sections 15367 and 15050 through 15053 of the State CEQA Guidelines, the City of Fontana is the Lead Agency under whose authority this document has been prepared.

Environmental Review Process

As part of the environmental review process for the project, an Initial Study was prepared to determine the potential environmental impacts of the proposed Specific Plan and to identify the environmental issues likely to have significant adverse effects associated with development of the project site, as planned under the proposed *Ventana at Duncan Canyon Specific Plan*. The analysis in the Initial Study indicated that the proposed project could result in significant adverse effects on a number of issue areas and an EIR would have to be prepared.

In accordance with CEQA, the City of Fontana circulated a Notice of Preparation (NOP) of a Draft EIR on November 8, 2005 (Appendix A), to inform public agencies, special districts, surrounding cities, and interested individuals that the City intends to prepare an EIR for the proposed Specific Plan. The purpose of the NOP was to solicit guidance from various agencies regarding the scope and content of the environmental information to be included in the EIR. Agencies and individuals receiving copies of the NOP had 30 days to respond. Concerns raised in the responses to the NOP are presented in letters provided as Appendix B to this EIR. Issues raised in comment letters, which pertain to the environmental effects of the project, have been addressed in this EIR.

SECTION 1.0: INTRODUCTION

1.1 OVERVIEW

In accordance with the California Environmental Quality Act (CEQA), this Environmental Impact Report (EIR) has been prepared to analyze the potential environmental impacts associated with the adoption and implementation of the proposed *Ventana at Duncan Canyon Specific Plan*. The Specific Plan proposes a mixed use commercial and residential development on approximately 103.31 acres of land in the northwestern section of the City of Fontana. The project site is located immediately southeast of the Ontario Freeway (Interstate-15 Freeway), west of Citrus Avenue, east of Lytle Creek Road, north and south of Duncan Canyon Road and north of a Southern California Edison Company (SCE) transmission line right-of-way. The site has a roughly triangular shape and is largely vacant, except for a single-family residence and associated structures at the southeast corner of Lytle Creek Road and Duncan Canyon Road.

The proposed Specific Plan would allow development of a mixed-use community with up to 842 residential condominium units at the eastern and southwestern sections of the site, approximately 211,570 square feet of retail commercial, hotel, and restaurant uses at the western central section of the site and 362,930 square feet of office and research and development uses at the northwestern and southwestern sections of the project site. In addition, approximately 2.1 acres of parks and recreational areas would be provided within the residential villages. Approximately 13.97 acres of land would be dedicated for streets and public rights-of-way.

Implementation of the proposed Specific Plan would require a number of discretionary approvals from the City of Fontana. These include a General Plan Amendment, Zone Change, Specific Plan adoption, street vacation, tentative tract maps, and design reviews.

The proposed *Ventana at Duncan Canyon Specific Plan* is considered a "project", as defined by Section 21065 of the California Environmental Quality Act (CEQA) and Section 15378 of the CEQA Guidelines. In accordance with Section 15051 of the CEQA Guidelines, the *Lead Agency* is "the public agency with the greatest responsibility for supervising or approving the project as a whole". The City of Fontana has the primary responsibility for the adoption of the proposed Specific Plan and the necessary project approvals, including the proposed General Plan Amendment for changing the land use designations of the site from RMU to CG- and R-MF and setting the alignment of Lytle Creek Road; the Zone Change to rezone the site as Specific Plan; the vacation of the existing right-of-way of Lytle Creek Road; and the approval of tentative tract maps and parcel maps. Thus, the City is the Lead Agency for the proposed project and is responsible for the environmental review and clearance of the project, pursuant to Section 15040 of the CEQA Guidelines.

1.2 PURPOSE OF THE EIR

1.2.1 Authority and Intended Uses of the EIR

The Planning Division of the Community Development Department of the City of Fontana prepared an Initial Study to review the potential environmental impacts of the proposed *Ventana at Duncan Canyon Specific Plan*. Based on the preliminary analysis in the Initial Study, the City has determined that an EIR is required and must be prepared as part of the project's environmental review process, in accordance with CEQA. A Notice of Preparation (NOP) for the EIR was circulated on November 8, 2005 to solicit comments from other agencies on the scope and content of the EIR.

Acting as the Lead Agency, the City has authorized the preparation of this EIR to determine the potential environmental impacts of the proposed Specific Plan. The EIR would facilitate the environmental review process by identifying the potential environmental changes that could occur with the adoption and implementation of the Specific Plan and the development of the proposed residential and commercial uses on the site, as proposed in the Specific Plan. The EIR also addresses issues raised in response to the NOP, as provided by various affected and interested agencies. While this EIR has been prepared with consultant support, the analysis and findings in this document have been independently reviewed by the City and reflect the City's conclusions, as required by Section 15084 of the CEQA Guidelines.

The purpose of this EIR is to inform the City, trustee and responsible agencies, decision-makers, and the general public of the environmental effects anticipated with the adoption of the Specific Plan and future development of the project site. This EIR is an informational document prepared pursuant to CEQA and the State CEQA Guidelines and the City of Fontana's procedures for implementing CEQA. The EIR provides decision-makers, public agencies, and the public in general with detailed information about the potential significant adverse environmental impacts that may occur with the proposed project. The EIR also identifies mitigation measures that would be effective in reducing or avoiding any identified significant adverse impacts. In addition, feasible alternatives to the proposed Specific Plan and associated development are discussed and their potential environmental impacts are compared to that of the proposal, to provide a basis for consideration by decision-makers.

The adoption and implementation of the proposed *Ventana at Duncan Canyon Specific Plan* and future development that would be allowed under the Specific Plan would lead to changes in the existing environmental conditions at the project site by the introduction of urban land uses into the area. This would include the construction of residential condominium units on the eastern and southwestern sections of the site, corporate office and research and development uses on the northwestern and southwestern sections of the site and commercial retail, hotel, and restaurant uses on the western and central sections of the site. The proposed Specific Plan would regulate future development on the site, which would result in physical changes or impacts on the environment during construction and occupancy or operation of the proposed residential and commercial land uses. Thus, the potential environmental impacts associated with implementation of the proposed Specific Plan and future developments on the project site that could occur under the proposed Specific Plan are analyzed in this EIR.

While the Specific Plan allows more intensive development than has been proposed under the individual tentative tract maps for the site, the analysis in this EIR assumes the worst-case scenario associated with future development allowed under the Specific Plan.

1.2.2 Agencies Having Jurisdiction

State law requires that all EIRs be reviewed by trustee and responsible agencies. A 'Trustee Agency' is defined in Section 15386 of the CEQA Guidelines as "a state agency having jurisdiction by law over natural resources affected by a project, which are held in trust for the people of the State of California." Per Section 15381 of the CEQA Guidelines, "the term 'Responsible Agency' includes all public agencies other than the Lead Agency which have discretionary approval power over the project."

The City of Fontana is the Lead Agency for the project. The EIR would be used by the Fontana City Council in deciding whether to adopt the proposed *Ventana at Duncan Canyon Specific Plan* and approve future development on the site as allowed under the Specific Plan. Based on review of approvals and resources that are present on the site, no trustee or responsible agencies have been identified for the project.

Other public agencies may review or use the EIR in considering non-discretionary permits needed for future developments on the project site. These agencies may use the EIR for evaluating the impacts of the project on their facilities or public service levels during the processing of development and building permits; in conjunction with changes in services that may occur with future development of the site; and to assist other agencies in planning for future facility expansions and service level upgrades. They include:

- ◆ Adelphia Communications
- ◆ Burrtec Waste Industries
- ◆ California Department of Transportation
- ◆ City of Fontana Department of Building and Safety
- ◆ Federal Emergency Management Agency
- ◆ Fontana Police Department
- ◆ Fontana Unified School District
- ◆ Inland Empire Utilities Agency
- ◆ Mid Valley Landfill
- ◆ Omnitrans Bus Company
- ◆ San Bernardino Associated Governments
- ◆ San Bernardino Community College District
- ◆ San Bernardino County Department of Environmental Health
- ◆ San Bernardino County Fire District
- ◆ San Bernardino County Flood Control District
- ◆ San Bernardino County Library System
- ◆ San Bernardino County Public Works Department
- ◆ San Bernardino County Waste Management Department
- ◆ Santa Ana Regional Water Quality Control Board
- ◆ SBC /AT&T
- ◆ South Coast Air Quality Management District
- ◆ Southern California Association of Governments
- ◆ Southern California Edison Company
- ◆ Southern California Gas Company
- ◆ West Valley Water District

1.2.3 Notice of Preparation and Public Scoping

The City of Fontana has determined that an EIR is required for the proposed *Ventana at Duncan Canyon Specific Plan*. Based on this determination, the City complied with Section 15082 of the CEQA Guidelines by issuing a Notice of Preparation (NOP) of a Draft EIR. The NOP was distributed on November 8, 2005, and indicated that an EIR would be prepared for the proposed project, and the City was seeking public comments on issues that needed to be addressed in the EIR. The NOP is provided in Appendix A of this EIR. Appendix A also contains the list of agencies and individuals that received a copy of the NOP. The NOP review/comment period extended for 30 days after receipt of the NOP and ended on December 8, 2005. Consequently, the responses to the NOP were used to refine the focus and scope of issues addressed in the Draft EIR. The responses received on the NOP are summarized in the Executive Summary, and the actual letters are included in Appendix B of this EIR.

A scoping meeting for the project was held on December 15, 2005 at the City of Fontana Executive Conference Room from 1:00 PM to 2:00 PM. Public agencies and residents of the project area were invited to the scoping meeting. Discussion at the meeting generally centered around the project features and changes being proposed to the previous site plan and infrastructure improvements that would be implemented on-site and near the site, as part of the project. A property owner of an adjacent parcel expressed concern regarding his parcel becoming landlocked with the realignment of Lytle Creek Road.

1.2.4 Availability of the Draft EIR

After completion of the Draft EIR, a Notice of Completion was mailed out to inform adjacent property owners and interested and affected agencies that the Draft EIR was available for review and comment. In addition, the Draft EIR was distributed directly to affected public agencies and to interested organizations for review and comment. The Draft EIR and all related technical studies have been made available for review and copying at the City of Fontana Planning Division at the following address:

City of Fontana
8353 Sierra Avenue
Fontana, CA 92335
Charles Fahie, AICP, Senior Planner
(909) 350-6724

The documents are also available for review at the following location:

Fontana Library
16860 Valencia Avenue
Fontana, CA 92335
(909) 822-2321

Agencies, organizations, and individuals have been invited to comment on the information presented in the Draft EIR during a 45-day public review period from August 15 to September 28, 2006. Specifically, comments addressing the scope and adequacy of the environmental analysis contained in the EIR have been solicited. Respondents have also been asked to provide or identify additional environmental information which is germane to the project and the project site, but which they feel may not have been addressed in the analysis. Comments should be sent to Charles Fahie of the City of Fontana at the address above.

Following the public review period, responses to all substantive comments were prepared and compiled into the Final EIR. Responses were provided directly to agencies that submitted written comments, as well as in Section 11.0, *Response to Comments*, of this EIR. Point-by-point responses are provided for each comment found in the letters. In addition, revisions to the Draft EIR based on those comments and responses are provided as redlines in this Final EIR. As such, underlined text are inserts/additions and strikeouts (~~text~~) are deleted text.

The Final EIR would be considered by the Fontana Planning Commission for recommendation to the Fontana City Council and by the City Council for certification of the EIR, prior to approval of the proposed *Ventana at Duncan Canyon Specific Plan*.

1.2.5 Incorporation by Reference

As permitted by Section 15150 of the CEQA Guidelines, this EIR has referenced several technical studies, analyses, and reports. Information from the documents, which have been incorporated by reference into this EIR, has been briefly summarized in the appropriate section(s) which follow and the relationship between the incorporated part of the referenced document and the EIR has been described. The documents and other sources which have been used in the preparation of this EIR are identified in Section 11.0, *List of Preparers/References*. In accordance with Section 15150(b) of the State CEQA Guidelines, the locations where the public may obtain and review these referenced documents and other sources used in the preparation of the EIR are also identified.

1.3 METHODOLOGY

The environmental analysis contained in this EIR has been developed to adequately address all environmental issues and the concerns raised by comments on the NOP. The environmental impact analysis seeks to determine the significance of potential impacts and to develop appropriate mitigation. To facilitate the analysis of each issue, a standard format was developed to analyze each environmental issue thoroughly. This format is presented below, with a brief discussion of the information included within each topic.

1.3.1 Environmental Setting

This introductory section describes the existing environmental conditions related to each issue analyzed in the EIR. In accordance with Section 15125 of the State CEQA Guidelines, both the existing local and regional settings are discussed as they exist prior to implementation of the proposed *Ventana at Duncan Canyon Specific Plan* and when the NOP was circulated in November 2005. This section provides the baseline conditions with which environmental changes created by the proposed project would be compared and analyzed.

1.3.2 Threshold of Significance

Section 15126.2 of the CEQA Guidelines requires that an EIR “identify and focus on the significant environmental effects of the proposed project”. “Effects” and “impacts” mean the same under CEQA and are used interchangeably within this EIR. A “significant effect” or “significant impact” on the environment means “a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project” (Section 15382 of the CEQA Guidelines).

In determining whether an impact is “significant”, Section 15064.7 of the CEQA Guidelines encourages each public agency to develop and publish thresholds of significance to use in determining the significance of an environmental impact. These thresholds may consist of identifiable quantitative, qualitative or performance level criteria, of which non-compliance would mean the effect would be determined to be significant and compliance with the thresholds would mean the effect normally would be determined to be less than significant.

The City of Fontana has not adopted thresholds of significance. Thus, the significance criteria used in the analysis in Section 4.0, *Environmental Impact Analysis*, of this EIR are derived from Appendix G of the CEQA Guidelines. In addition, City policies and standards, as well as thresholds adopted by other public

agencies with jurisdiction over select environmental issues, are used as thresholds of significance. Also, accepted technical and scientific data are used in other instances to determine if an impact would be considered significant. An effort has been made to avoid overly subjective significance criteria, which are not based in specific CEQA policies, and to use generally accepted thresholds upon which significance can be determined. These significance criteria are identified under each environmental issue area and have been applied in analyzing the potential effects of the proposed project.

1.3.3 Environmental Impacts

The analysis of environmental impacts presented in this EIR identifies specific project-related direct and indirect, short term and long term, and unavoidable impacts of the proposed project. While adoption of the Specific Plan itself would not result in direct or immediate changes to the environment, implementation of the Specific Plan, as associated with future development on the site, would result in environmental changes or impacts. These impacts are directly attributable to the Specific Plan and thus, are analyzed in this EIR as project impacts.

As described above, the significance criteria provide the basis for distinguishing between impacts which are determined to be significant (i.e., impact exceeds the threshold of significance) and those which are considered less than significant. The existing environmental setting (i.e., existing conditions) at the time of NOP publication is used as the basis for documenting the nature and extent of changes to the environment or the environmental impacts anticipated to result from project implementation.

In assessing the impacts of the proposed project and the various CEQA alternatives, the City has conducted the following analysis:

"Potential effects" of the project are identified. Initially, these potential effects are identified on a cursory level. No determination is made that they truly are "significant", "adverse", or "substantial". This process merely identifies issues of concern and impacts which, on a cursory level, may seem possible or may occur with the proposed project. "Potential effects" include those which have been identified in the preliminary analysis for the project, as well as those raised by the public, the City, and other public agencies during the NOP review process.

With respect to each potential effect, further analysis has been conducted in the EIR to determine if, in fact:

- ◆ The project causes the identified "effect"; and
- ◆ The effect produces a substantial, or potentially substantial change in the physical conditions within the area affected by the project (i.e., "significant"); and
- ◆ The changed conditions are "adverse".

Where the investigation of a potential effect concludes that the effect is too speculative or subjective for evaluation, that conclusion is noted and the discussion of that effect is ended.

Where the investigation demonstrates that a potential effect does or may (without undue speculation) occur, but is beneficial, that conclusion is noted. Where the investigation demonstrates that a potential effect is not significant or not adverse, that conclusion is noted.

Where the impact analysis demonstrates that a potential effect does or may (without undue speculation) occur and is found to have a substantial or potentially substantial **and** adverse impact on existing physical conditions within the area affected by the project, that conclusion is noted.

1.3.4 Standard Conditions and Mitigation Measures

When impacts are determined to be significant and adverse, a discussion of standard conditions and mitigation measures that would reduce or avoid these impacts is provided, which includes the following:

- ◆ Existing City, County, State and Federal regulations that would reduce potential impacts are identified;
- ◆ Additionally, mitigation measures are provided which would further avoid or minimize the significant effects and reduce them to less than significant levels; and/or
- ◆ Where feasible mitigation measures are not identified which can reduce the significant effects to less than significant levels, the significant effect would be identified as one which would result in "significant unavoidable adverse impacts".

1.3.5 Unavoidable Significant Adverse Impacts

Unavoidable significant adverse impacts are those effects that, either cannot be mitigated or remain significant even after mitigation. The level of significance of the identified impacts after mitigation is identified in this section of the EIR.

1.4 SCOPE AND FORMAT OF THE EIR

1.4.1 Scope of EIR

As indicated earlier, an NOP was prepared for the proposed project and was circulated to all identified affected and interested agencies and parties to solicit their comments on the scope and analysis to be included in the EIR for the proposed *Ventana at Duncan Canyon Specific Plan*. Based on the comments received in response to the NOP and the preliminary analysis in the Initial Study for the project, the City has determined that the EIR for the proposed project should address the following environmental issues:

<ul style="list-style-type: none">■ Land Use and Planning■ Population and Housing■ Traffic and Circulation■ Air Quality■ Noise■ Geology and Soils■ Hydrology and Water Quality	<ul style="list-style-type: none">■ Biological Resources■ Cultural Resources■ Public Services■ Utilities■ Recreation■ Human Health and Hazards■ Aesthetics
--	--

While impacts on mineral and agricultural resources are not expected to be significant, the impacts of the project in relation to these environmental issues are addressed in the EIR.

1.4.2 Format of EIR

The proposed *Ventana at Duncan Canyon Specific Plan* and the analyses of its potential environmental impacts are presented in this EIR through the following sections:

- **Executive Summary.** An overview of the EIR, a description of the proposed project and a summary of impacts and mitigation measures are provided in this section. This section includes a summary of each subsequent section of the EIR and reflects the outline of the entire EIR. This section also includes the areas of controversy/issues to be resolved based on comments received on the NOP.
- **Section 1.0: Introduction.** The purpose of the EIR and a discussion of the public review process are provided in this section. This section also includes the methodology for the environmental analysis, and the scope and format of the EIR.
- **Section 2.0: Environmental Setting.** This section provides a description of the project site and the environment in the vicinity of the project site, as well as a discussion of the existing conditions at the project site. The background and history of the proposal and applicable plans and policies are also discussed.
- **Section 3.0: Project Description.** This section describes the proposed project and outlines the development proposed on the site, as allowed under the proposed *Ventana at Duncan Canyon Specific Plan*. The objectives of the project and the discretionary actions needed to approve the project are also identified.
- **Section 4.0: Environmental Analysis.** This section analyzes the potential environmental impacts associated with the proposed Specific Plan, including the impacts of future development under the Specific Plan, of construction activities needed to implement the Specific Plan, and the impacts associated with future use and occupancy of the proposed residential and commercial developments on the site. The existing environmental setting, potential environmental impacts, and recommended mitigation measures are discussed in this section. Unavoidable significant adverse impacts after mitigation are also identified.
- **Section 5.0: Significant Irreversible Environmental Changes.** This section describes the potentially significant irreversible environmental changes that may be expected to occur with the adoption and implementation of the proposed Specific Plan, based on the analysis completed in Section 4.0.
- **Section 6.0: Cumulative Impacts.** This section describes a list of past, present, and reasonably anticipated future projects in the surrounding area, which may potentially contribute to significant cumulative impacts associated with the project. The cumulative impacts of these related projects and the *Ventana at Duncan Canyon Specific Plan* are analyzed in this section of the EIR.
- **Section 7.0: Growth-Inducing Impacts.** This section describes the project's potential for fostering growth in the adjacent areas or in the northern section of the City, as associated with the development of the project site and the extension of utility infrastructure services to the site.
- **Section 8.0: Impacts Found to be Insignificant.** This section provides a summary of the impacts of the project, which were found to be insignificant. The discussion is based on the environmental analyses found in the Initial Study and in Section 4.0 of the EIR, and identifies the issue areas on which the project was determined to have no potential to cause significant adverse effects.
- **Section 9.0: Alternatives to the Project.** Other projects or development scenarios which may occur on the site and which would result in a reduction or avoidance of potentially significant

impacts were developed as alternatives to the proposed project and are described in this section. The No Project Alternative and Alternative Sites where the proposed development may be feasibly constructed are also discussed. The impacts of these alternatives are evaluated and compared to the impacts of the proposed project.

- **Section 10.0: Mitigation Monitoring Program.** This section contains the mitigation monitoring and reporting program for the project and lists the standard conditions and how they are implemented, as well as the recommended mitigation measures and the responsible parties, time frames for implementation, and monitoring parties.
- **Section 11.0: Response to Comments.** This section contains the comment letters received during the public review period for the Draft EIR and provides point-by-point responses to each comment raised. A list of changes to the Draft EIR is also provided, which were made in response to the comments.
- **Section 12.0: References and Preparers.** The agencies and individuals contacted and the reference materials consulted in the course of the EIR's preparation are listed in this section, along with persons and agencies responsible for the preparation of the EIR. The locations where the references may be reviewed are also provided in this section.

The EIR also includes appendices that contain the NOP and mailing list (Appendix A), Responses to the NOP (Appendix B), and the technical studies prepared for the proposed project and letters received from public service agencies (Appendices C to L).

SECTION 2.0: ENVIRONMENTAL SETTING

2.1 PROJECT LOCATION AND ENVIRONMENTAL SETTING

The project site is an approximately 103.31-acre area in the northwestern section of the City of Fontana. The site is bounded by Citrus Avenue on the east, the I-15 Freeway on the northwest, Lytle Creek Road on the west, and a Southern California Edison Company (SCE) transmission line right-of-way on the south. At the present time, the project site is largely vacant except for a residence and accessory structures that are located on the parcel at 15885 Duncan Canyon Road, near the central western section of the site.

2.1.1 Regional Setting

The City of Fontana covers an approximately 23,455-acre area (or nearly 37 square miles) and is located in the southwestern portion of the County of San Bernardino. San Bernardino County and Riverside County together form the Inland Empire of the Southern California region, representing the seat of growth and development in the eastern portion of the region. The County of San Bernardino, covering approximately 22,000 square miles, is the largest county in the United States and consists of 31 incorporated cities. San Bernardino County is home to approximately 1.99 million residents, making it the fourth most populated county in California. Population growth of approximately 20.6 percent is estimated to have occurred in the County between 1990 and 2000, with a 1990 population of 1,418,380 persons and a 2000 population of 1,710,139 persons. The most recent (January 2006) estimates of population and housing in the County indicate a population of 1,991,829 residents and a housing stock of 661,668 dwelling units.

The City of Fontana is located in the urbanized area of the County, approximately 15 miles west of the City of San Bernardino, 50 miles east of the City of Los Angeles, and 50 miles northeast of the City of Santa Ana in Orange County. The City's boundaries are highly irregular and in flux because of recent and ongoing annexations of surrounding unincorporated County land. To the west, the City of Fontana is bounded by the cities of Ontario and Rancho Cucamonga and unincorporated County land. The San Bernardino National Forest and unincorporated County land border the City to the north, while the City of Rialto and unincorporated County land border the City to the east. The San Bernardino/Riverside County line and unincorporated Riverside County land border the City on the south side.

The City of Fontana is located at the base of the San Gabriel Mountains and north of the Jurupa Hills. The San Bernardino (I-10) Freeway crosses through the southern portion of the City in an east-west direction. The Ontario (I-15) Freeway passes through the northwestern part of the City in a southwest-northeast direction. Additionally, the new Foothill (SR-210) Freeway passes through the northern part of the City in an east-west direction. Figure 2-1, *Regional Map*, provides the regional location of the City.

The City of Fontana is developed with a mix of land uses, although the majority of the land is developed with residential land uses. Approximately 13,259 acres (56.5%) of the City is designated for residential land uses, 3,297 acres for industrial uses, 1,967 acres for commercial uses, and 761 acres of regional mixed use areas. Of these, approximately 8,897 acres are vacant land. The rest of the City is developed with public and quasi-public land uses, as well as open space. The downtown area and development core of the City is located north of the I-10 Freeway and south of Foothill Boulevard, near and around Sierra Avenue. This area contains the City's older commercial and residential areas.

New residential tracts and neighborhoods are located in both the northern and southern sections of the City: north of Foothill Boulevard and the SR-210 Freeway (North Fontana area) and near the Jurupa Hills (South Fontana area). Commercial developments are located along major highways and roadways throughout the City, including Foothill Boulevard, Sierra Avenue, and Baseline Avenue. Industrial land uses are found at the southwestern section of the City, along the I-10 Freeway and parallel the Union Pacific Railroad tracks.

VENTANA AT DUNCAN CANYON SPECIFIC PLAN

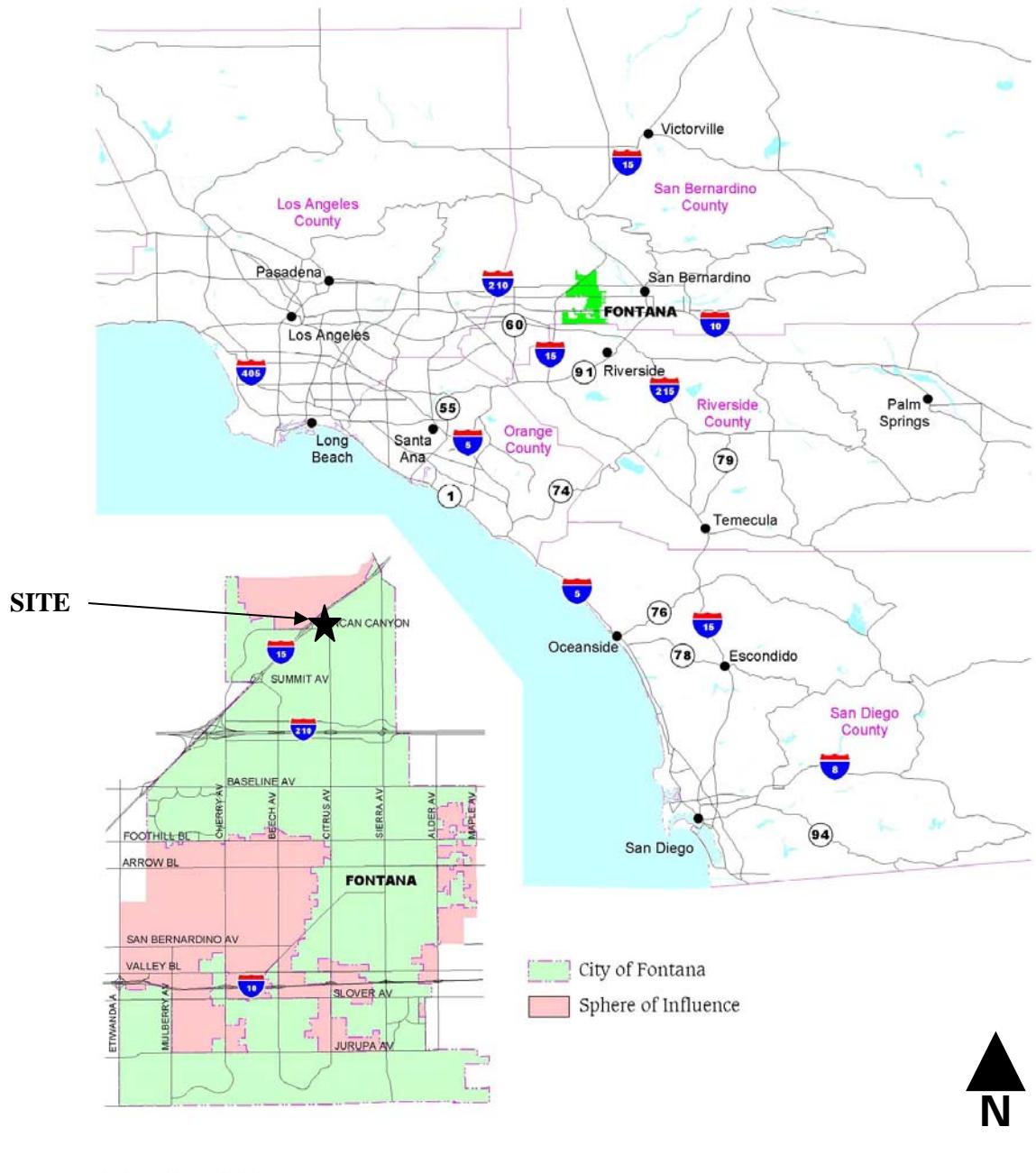


FIGURE 2-1
REGIONAL MAP

Significant growth and development in the City occurred during the 1980's, as part of land annexations and new residential subdivisions in the City's northern section (north of Foothill Boulevard and south of Highland Avenue). This growth has slowed down during the past decade, but continued residential development has occurred north of Baseline Avenue and in the southern section of the City, south of Jurupa Avenue. At the same time, new industrial developments have also occurred in the City's southwestern section. Commercial developments have followed the residential development projects, with large new commercial developments occurring along the I-10 and the I-15 Freeways. Recent developments have occurred together with the construction of the new SR-210 Freeway and in the areas north of the SR-210 Freeway and east of the I-15 Freeway.

For the last two decades, growth and development within the City of Fontana have been significant and have outpaced that of the County of San Bernardino as a whole. Fontana is also one of the fastest growing cities in the County and the State. The California Department of Finance population estimates for the City of Fontana and the County of Bernardino are provided in Table 2-1, *Population Growth*.

TABLE 2-1
POPULATION GROWTH

Year	City of Fontana	Annual Growth	San Bernardino County	Annual Growth
1970	20,673		684,072	
1980	37,111	7.9%	895,016	3.1%
1990	87,535	13.6%	1,418,380	5.8%
2000	128,928	4.7%	1,710,139	2.1%
2001	133,577	3.6%	1,747,822	2.2%
2002	140,332	5.1%	1,794,507	2.7%
2003	146,577	4.5%	1,842,904	2.7%
2004	155,749	6.3%	1,897,950	3.0%
2005	160,015	2.7%	1,946,202	2.5%
2006	165,462	3.4%	1,991,829	2.3%

Source: California Department of Finance, 2005

Coupled with the population growth is the increase in the City's housing stock. From 1980 to 1990, the City's housing stock more than doubled (an increase of 15,443 units in 1980) from 13,940 units to a 1990 total of 29,383 units. From 1990 to 2000, the number of housing units in Fontana rose from 29,383 units to 35,495 units, a 21 percent increase. The 2006 housing stock is estimated at 43,650 units, and the vacancy rate is approximately 5.27 percent. This translates to an annual housing stock growth of over 3.8 percent since the year 2000.

As of April 2006, the City had an estimated labor force of 62,000 persons, of which 59,200 persons are employed. The City's unemployment rate is 4.5 percent, which decreased slightly from the November 2005 rate of 5.1 percent and is slightly higher than the San Bernardino County unemployment rate for April 2006 of 4.3 percent. City residents are expected to be holding jobs within the Riverside-San Bernardino area, which are largely in the wholesale and retail sales, services, and government sectors.

2.1.2 Site Location

The 103.31-acre project site is located in the North Fontana area, which is defined by the I-15 Freeway on the northwest, the SR-210 Freeway on the south, and the City of Rialto on the east. The project site is at the western section of this area and is bounded by Citrus Avenue on the east, the I-15 Freeway on the northwest, Lytle Creek Road on the west, and the SCE transmission line right-of-way on the south. The City boundary is just west of the site, along the I-15 Freeway segment north of Duncan Canyon Road, but turns west along Duncan Canyon Road to include lands west of the Freeway and south of Duncan Canyon Road. Figure 2-2, *Vicinity Map*, shows the project site in relation to the surrounding area.

VENTANA AT DUNCAN CANYON SPECIFIC PLAN

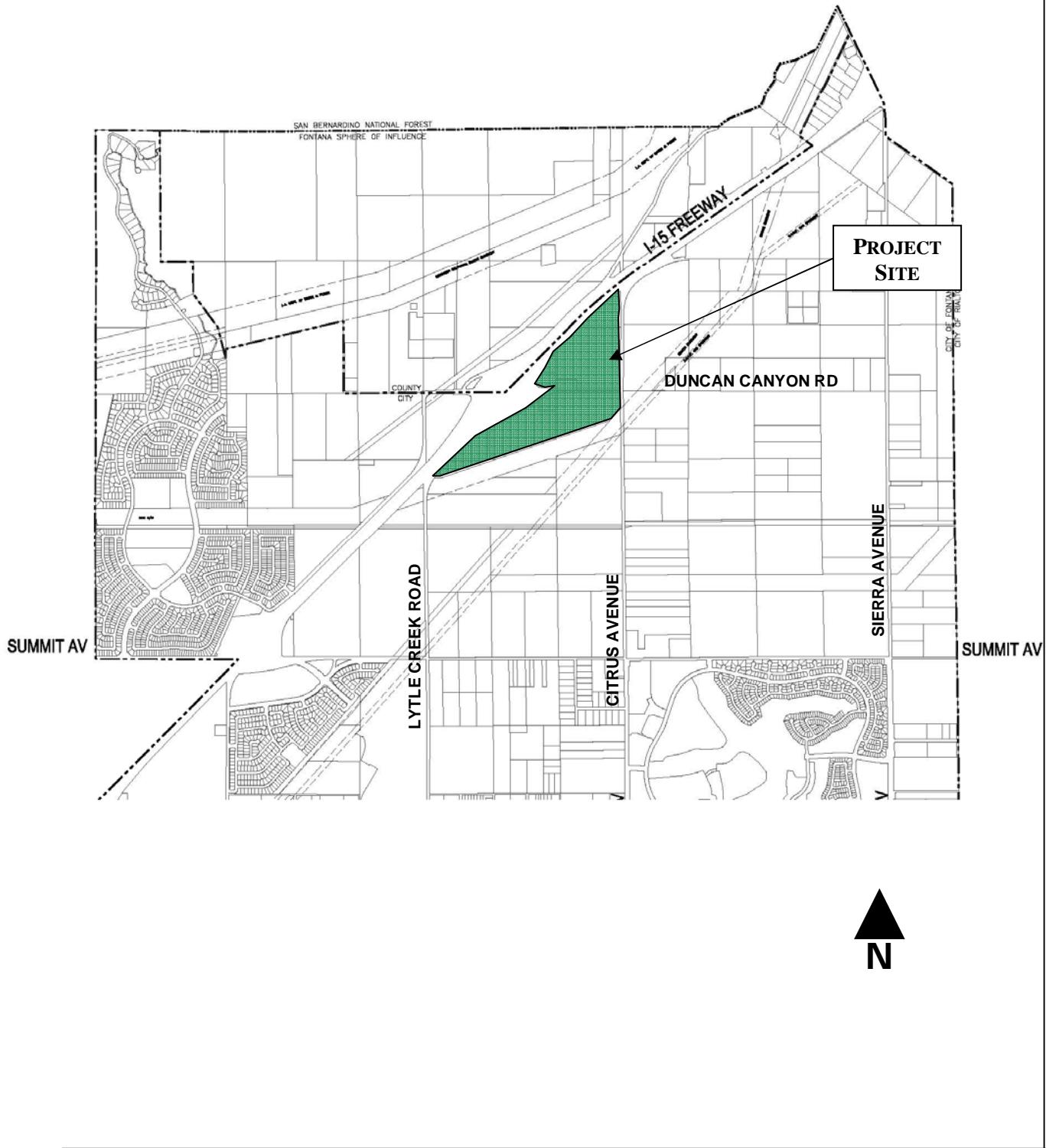


FIGURE 2-2
VICINITY MAP

The northern section of Fontana sits at the base of the San Gabriel Mountains and was historically an agricultural area with scattered residential uses. The majority of the land is currently vacant, with high-voltage power transmission lines crossing the area at several locations. However, this area has been experiencing rapid development within the last five years. New developments in the area have included several residential subdivisions north and south of the SR-210 Freeway and within the Sierra Lakes, Summit Heights, Citrus Heights, and Westgate Specific Plan areas. In addition, several residential developments have been proposed on various parcels along Citrus, Sierra and Summit Avenues and Lytle Creek Road. The North Fontana area now features a number of new residential communities and commercial developments along the I-15 and SR-210 Freeways.

Access to the project site is primarily provided by Duncan Canyon Road, Lytle Creek Road, and Citrus Avenue. Citrus Avenue is a two- to four-lane Primary Highway running north-south through the City. The section of Citrus Avenue that forms the eastern boundary of the site is a two-lane roadway that turns northeasterly as it meets the I-15 Freeway and runs along the freeway until it ends by a Fontana Water Company reservoir site. Duncan Canyon Road is a two-lane road running through the site in a west-to-east direction from Citrus Avenue to the I-15 Freeway and farther west. Lytle Creek Road is a two-lane roadway that runs in a north-south direction in the City until the southwestern corner of the site. Here, the road turns northeasterly following the edge of the I-15 Freeway and ends at Duncan Canyon Road. Duncan Canyon Road is designated as a Primary and Major Highway, Citrus Avenue is designated as a Primary Highway south of Duncan Canyon Road, and Lytle Creek Road is designated as a Secondary Highway in the City's Circulation Master Plan.

2.1.3 Existing Site Conditions and Land Uses

The 103.31-acre project site is largely vacant and undeveloped. The site slopes approximately 2 percent from the northeast to the southwest and has an approximately 168-foot difference in elevation from the northeastern end to the southwestern end. On-site elevations range from 1,836.5 feet above mean sea level at the northeastern end of the site, from 1,755.6 to 1,779.53 feet above mean sea level at Duncan Canyon Road, and 1,667.9 feet above mean sea level at the southwestern end.

Review of historic aerial photographs and USGS topographic maps shows that from 1901 to 1953, portions of the site were used for agricultural purposes (orchards and/or vineyards) and the majority of the site was cultivated at one time for agricultural purposes.

Currently, there is a single-family residence located at the southeastern corner of Duncan Canyon Road and Lytle Creek Road (15885 Duncan Canyon Road), near the western central section of the site. The parcel with the residence and several accessory structures covers approximately 1.28 acres; supports a number of mature trees; and is surrounded by a block wall. The rest of the project site is open and undeveloped, currently supporting non-native grasses, which are regularly mowed and disked for brush fire management.

The northern section of the site supports five rows of eucalyptus trees (approximately 185 trees, each 35 to 40 feet tall) that may have served as windbreaks for former agricultural uses. Trash and scattered debris are found at various locations along the roadsides. There are two concrete pads containing water valves and several fire hydrants near Citrus Avenue at the eastern boundary of the site. Additionally, electrical utility boxes and a monitoring pole are located at the northern end of the site by the I-15 Freeway.

Figure 2-3, *Aerial Photograph*, provides an aerial view of the project area and the site.

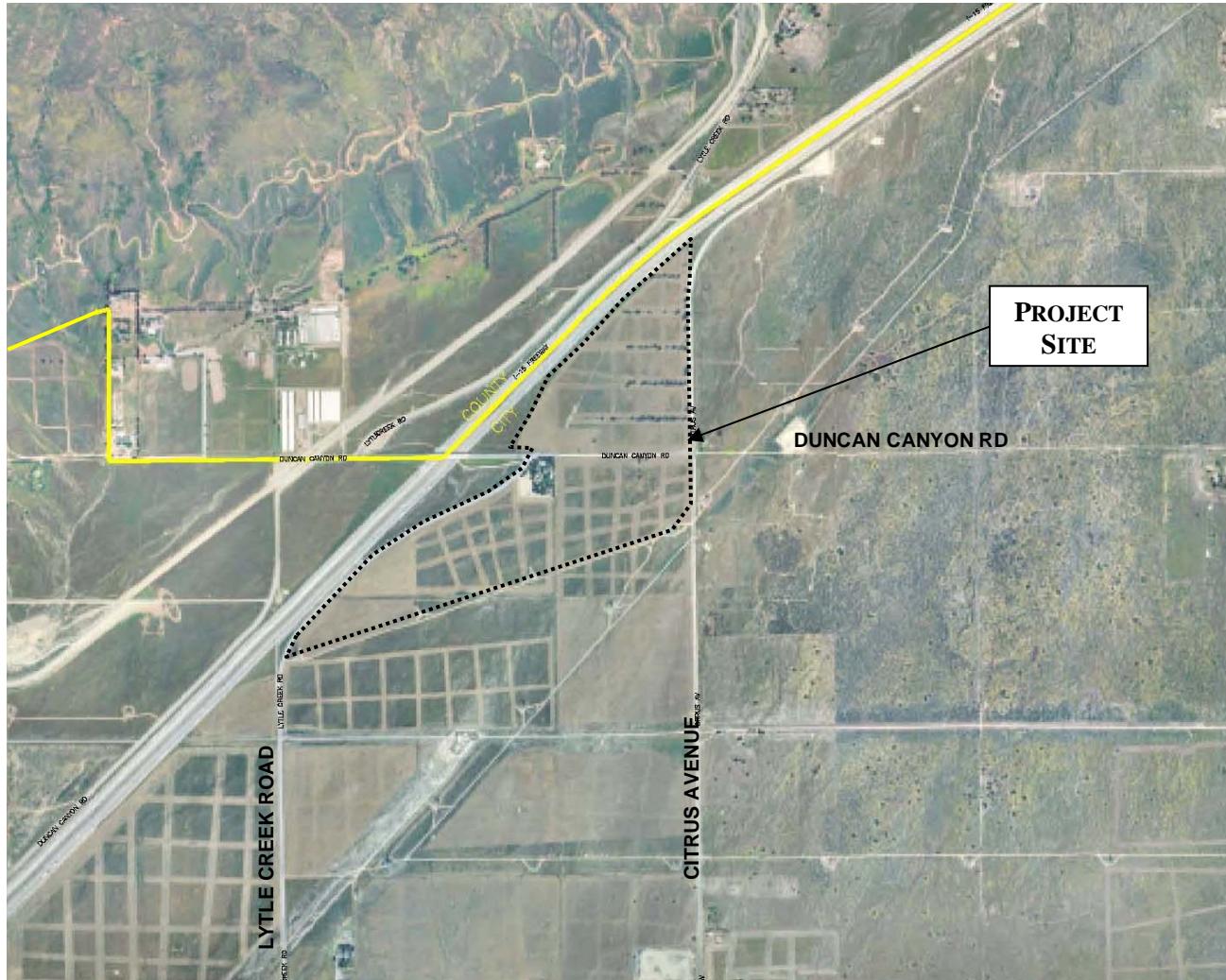


FIGURE 2-3
AERIAL PHOTOGRAPH

2.1.4 Adjacent Developments

The project site is largely surrounded by vacant land. South of the site is the SCE right-of-way (approximately 200 to 250 feet wide), which is occupied by 500-kilovolt high-voltage power transmission lines on four steel truss towers. Land farther south includes vacant land and land undergoing grading for the development of a residential tract. Recent site visits show that several homes are currently under construction in this area. Land west of the I-15 Freeway and the site is subject to construction as part of a new residential development within the Coyote Canyon Specific Plan area. The vacant area east of the site is proposed for the development of residential uses under the Arboretum Specific Plan.

Several SCE transmission lines pass through the North Fontana area, and are found south and southeast of the site. High pressure gas lines also run northeast to southwest in this area, and pass near the southeastern corner of the site. Citrus Avenue runs along the eastern boundary of the site and ends at an aboveground water tank of the Fontana Water Company to the north. Freeway access is provided by Sierra Avenue to the northeast and Summit Avenue to the south, with new freeway on and off-ramps proposed on the I-15 Freeway at the Duncan Canyon Road interchange. The San Gabriel and San Bernardino Mountains are just north and northwest of the freeway. Figure 2-4, *Existing Land Uses*, shows the existing land uses surrounding the project site.

2.2 PROJECT BACKGROUND

The North Fontana area was part of the historic Grapeland community during the late 1880's to early 1900's. The community did not exist for long because of the lack of water to serve the residences and orchards/vineyards in the area. The area experienced very limited development during the 20th century and was mainly occupied by a few scattered residences, vineyards, and vast open lands. The project area has now been subject to rapid development, following the opening of the SR-210 Freeway in 2003. Several new developments have occurred along the SR-210 Freeway, the I-15 Freeway, and Sierra, Summit, and Citrus Avenues. In line with this trend, Trumark Companies is proposing the development of the *Ventana at Duncan Canyon Specific Plan* on the project site. A number of conceptual land use plans have been presented to the City for the site, in consideration of its Regional Mixed Use land use designation and zoning. The current proposal is expected to reflect the City's intent for this section of North Fontana.

2.3 APPLICABLE PLANS AND POLICIES

A number of plans and policies adopted by the City of Fontana regulate development on the project site. These are discussed below.

2.3.1 City of Fontana General Plan

As required by State Planning and Zoning Law, the City of Fontana has developed "*a comprehensive, long-term . . . plan for the physical development of the . . . City...*" (Section 65300 of the California Government Code). The Fontana General Plan contains goals and policies for the development and conservation of land within the City, and regulates all development within the incorporated area of the City. The General Plan contains ten elements, addressing the various issues that affect development and the quality of life in the City:

The Land Use Element addresses the planned land uses in the City at buildout, as depicted in the Land Use Plan. This includes allowable land uses and the maximum intensity and density of development for each land use. This Element serves as the primary mechanism for controlling growth and development in the City, and reflects the goals, policies and plans of the other elements of the General Plan.

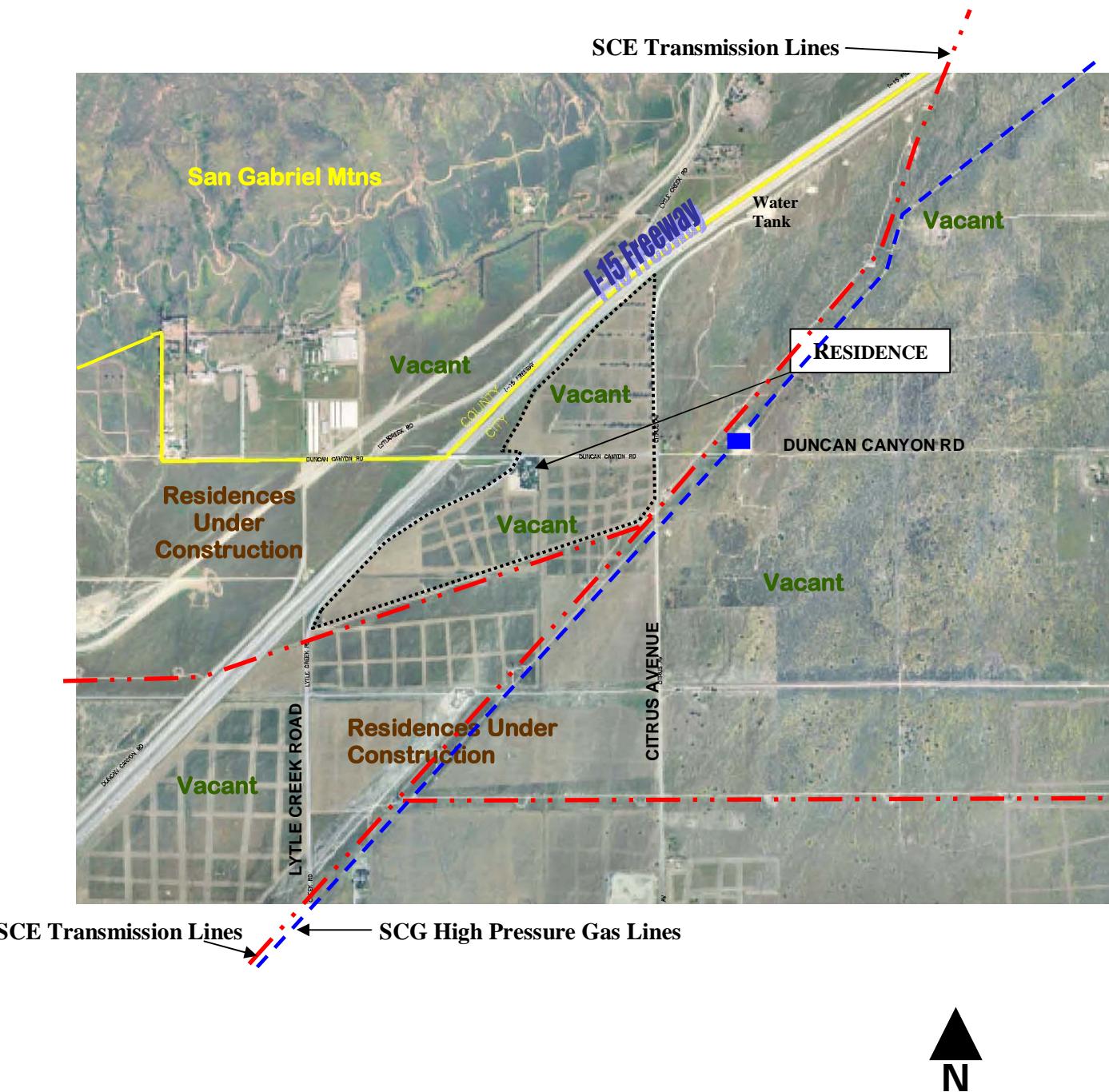
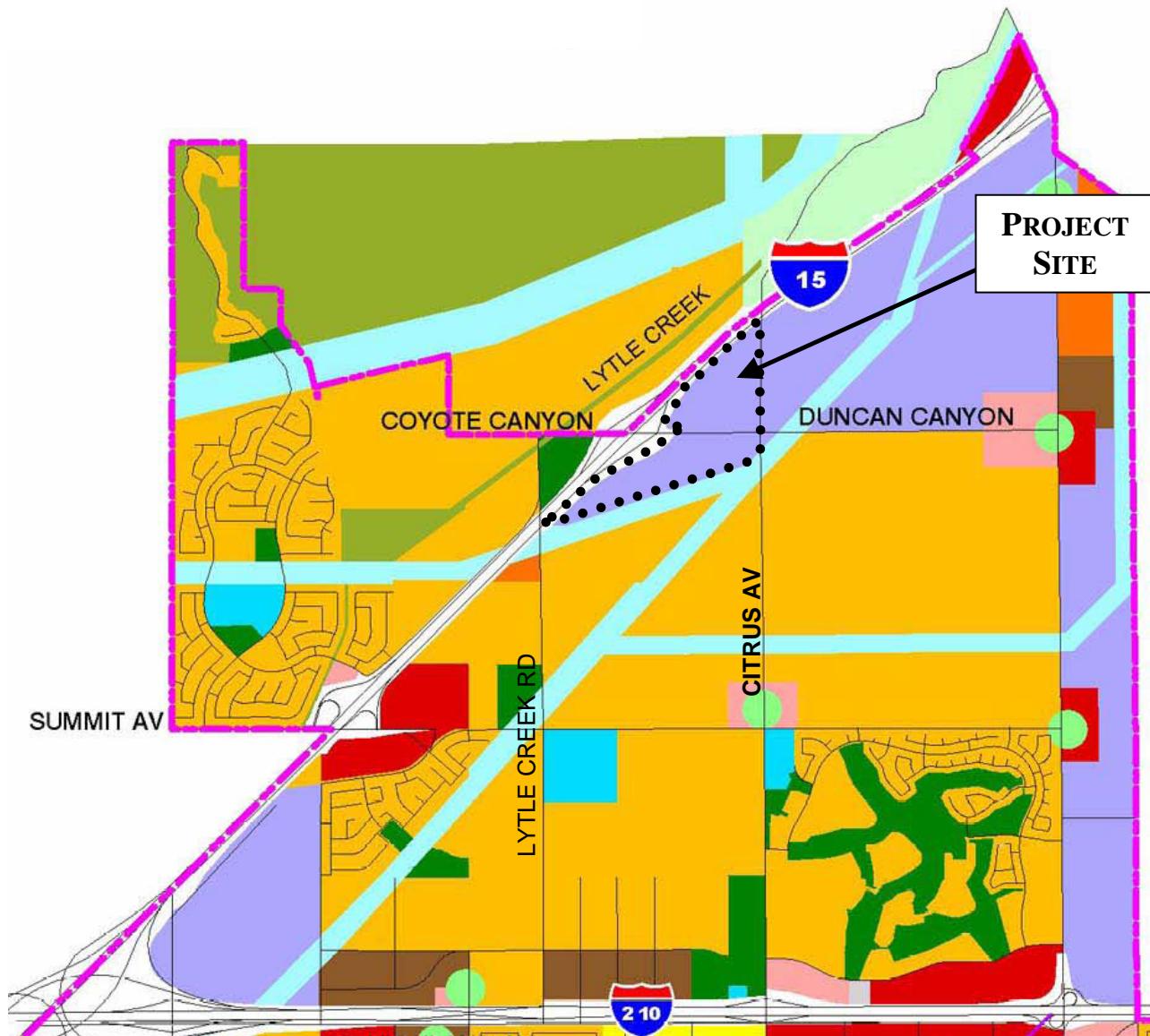


FIGURE 2-4
EXISTING LAND USES

- ◆ The Circulation Element outlines the City's goals and policies for transportation and circulation in the City and includes the Circulation Master Plan, which identifies the roadway system and classification needed to support buildout of the City.
- ◆ The Community Design Element identifies the City's desired community image and the goals, policies and programs necessary to achieve that image. This element addresses main entryways, views of the adjacent mountains, major corridors, streetscapes, and a unified community image.
- ◆ The Economic Development Element addresses the City's goals and policies as they relate to the protection and improvement of the City's economy through commercial and industrial development, downtown revitalization, education and job training, redevelopment, and strategic planning.
- ◆ The Public Facilities, Services and Infrastructure Element identifies the City's existing and planned facilities and services, in order to adequately serve the residents of the City. These include police and fire protection, school services, libraries, medical services, civic center, wastewater and solid waste disposal services, flood control, utility and communications infrastructure.
- ◆ The Open Space and Conservation Element addresses open space areas in the City as they relate to the conservation of biological and cultural resources, mixed uses for utility corridors, and water resources conservation.
- ◆ The Parks, Recreation and Trails Element identifies existing and planned parks and recreational facilities in the City, along with standards for park provision. The Element also addresses the development of a comprehensive trail system in the City and adjacent areas.
- ◆ The Safety Element identifies existing hazards in the City, including seismic, geologic, flood, fire and hazardous material hazards, along with current regulations that address these hazards. City goals, policies, and programs to promote public safety are also identified.
- ◆ The Noise Element analyzes the existing and future noise environment in the City and identifies ways to control noise and maintain an acceptable noise environment.
- ◆ The Air Quality Element discusses the air quality in the planning area and ways in which the City could improve local air quality through land use and transportation strategies, energy conservation, and dust control.

In the Land Use Map of the Fontana General Plan, the project site is designated as Regional Mixed Use (RMU), as is the area east of the site. The SCE right-of-way at the southern boundary of the site is designated as Public-Utility Corridor (P-UC). The area south of the SCE right-of-way and the area west of the I-15 Freeway are designated as Residential Planned Community (R-PC). Figure 2-5, *General Plan Land Use Designations*, provides the land use designations in the project area.

Review of the Fontana General Plan shows that the project site is designated as a Growth Area, due to the availability of large vacant areas in this section of the City. The Open Space and Conservation Element of the General Plan shows that the site supports non-native grassland and serves as habitat for raptors. The site is also within the designated critical habitat areas for the San Bernardino Kangaroo Rat and the California Gnatcatcher. In addition, the site is within an area that is under-served by parks. The Safety Element shows that the site has low liquefaction susceptibility and its north section is within the 100-year floodplain.



VENTANA AT DUNCAN CANYON SPECIFIC PLAN

FIGURE 2-5
GENERAL PLAN LAND USE DESIGNATIONS

2.3.2 Zoning and Development Code

The Zoning and Development Code of the City of Fontana establishes official zoning regulations and development standards for all developments in the City. The Code establishes zoning districts and regulations for individual parcels in the City, to implement the City's General Plan and to meet the following goals:

- ◆ Encourage the most appropriate use of land and ensure compatibility between uses
- ◆ Provide open space for light, air, and the preservation of resources
- ◆ Facilitate the timely provision of adequate infrastructure and community facilities
- ◆ Promote excellent architectural design; and
- ◆ Promote healthy, safety, and general welfare of the citizens and visitors of Fontana.

As part of the Zoning and Development Code, the City of Fontana Zoning Map delineates the boundaries of zoning districts within the City. The Zoning Map was recently updated to reflect the land use designations in the City's General Plan Land Use Map. This ensured consistency between the General Plan and Zoning land use regulations of the City.

Figure 2-6, *Zoning Designations*, shows the zoning map for the area. The project site and the area to the east of the site are zoned Regional Mixed Use (R-MU). The SCE right-of-way at the southern boundary of the site is designated as Public Facility (P-F). The area west of the site and the I-15 Freeway is zoned Residential-Planned Community (R-PC) and Residential Estates (R-E).

The R-MU zoning district allows for the development of retail commercial, office, light manufacturing, civic and residential uses, with the allowable development intensity set at a floor area ratio (FAR) of 0.1 to 1.0 for non-residential uses and a residential density of 12 to 24 units per acre.

2.3.3 Redevelopment Plan

The primary goal of the Fontana Redevelopment Agency is the elimination of blight and the improvement of the quality of life for the residents of Fontana. Redevelopment plans are development mechanisms used to promote the rehabilitation and redevelopment of a blighted area through the use of tax increment financing.

The Fontana Redevelopment Agency established the North Fontana Redevelopment Plan in 1982 (as amended in 1994) for an approximately 8,900-acre area located generally north of Foothill Boulevard, except for the area along Sierra Avenue and south of Baseline Avenue, which is located within the Sierra Corridor Commercial Redevelopment Project Area (Sierra Corridor Redevelopment Area). Figure 2-7, *North Fontana Redevelopment Plan Boundaries*, shows the boundaries of the North Fontana Redevelopment Project Area and the project site. As shown in Figure 2-7, the project site is located at the northwestern section of the North Fontana Redevelopment Project Area.

Under the North Fontana Redevelopment Plan, the Fontana Redevelopment Agency proposes to provide for new or upgraded public improvements and facilities and to assist in the provision of private improvements to, and investments in, the Redevelopment Project Area. These improvements include street widening, interchange improvements, water, sewer, and storm drain improvements, provision, renovation and improvement of parks and recreational facilities and fire and police facilities, construction and rehabilitation of other public facilities and buildings, and the elimination of infrastructure deficiencies and flood hazards.

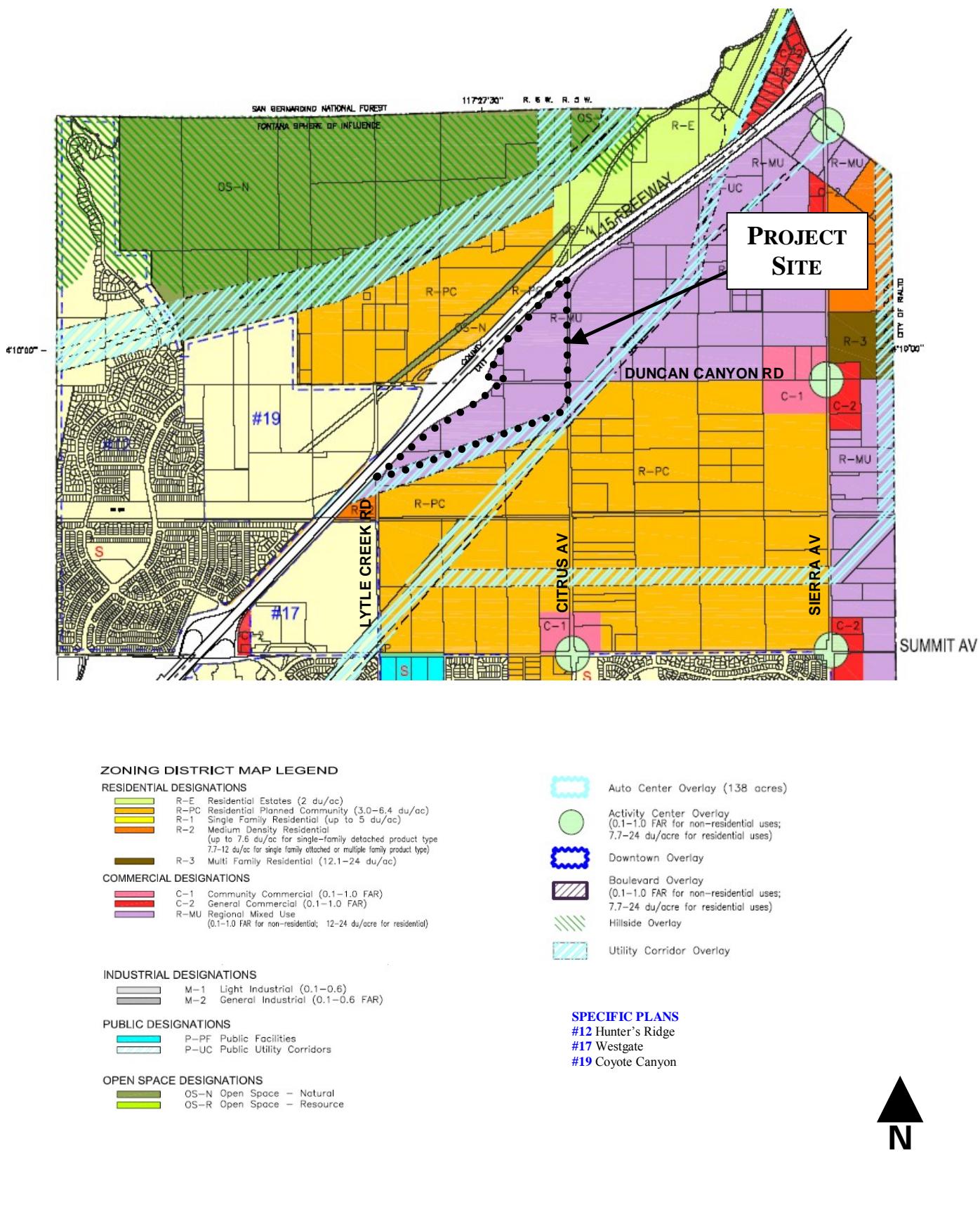


FIGURE 2-6
ZONING DESIGNATIONS

VENTANA AT DUNCAN CANYON SPECIFIC PLAN

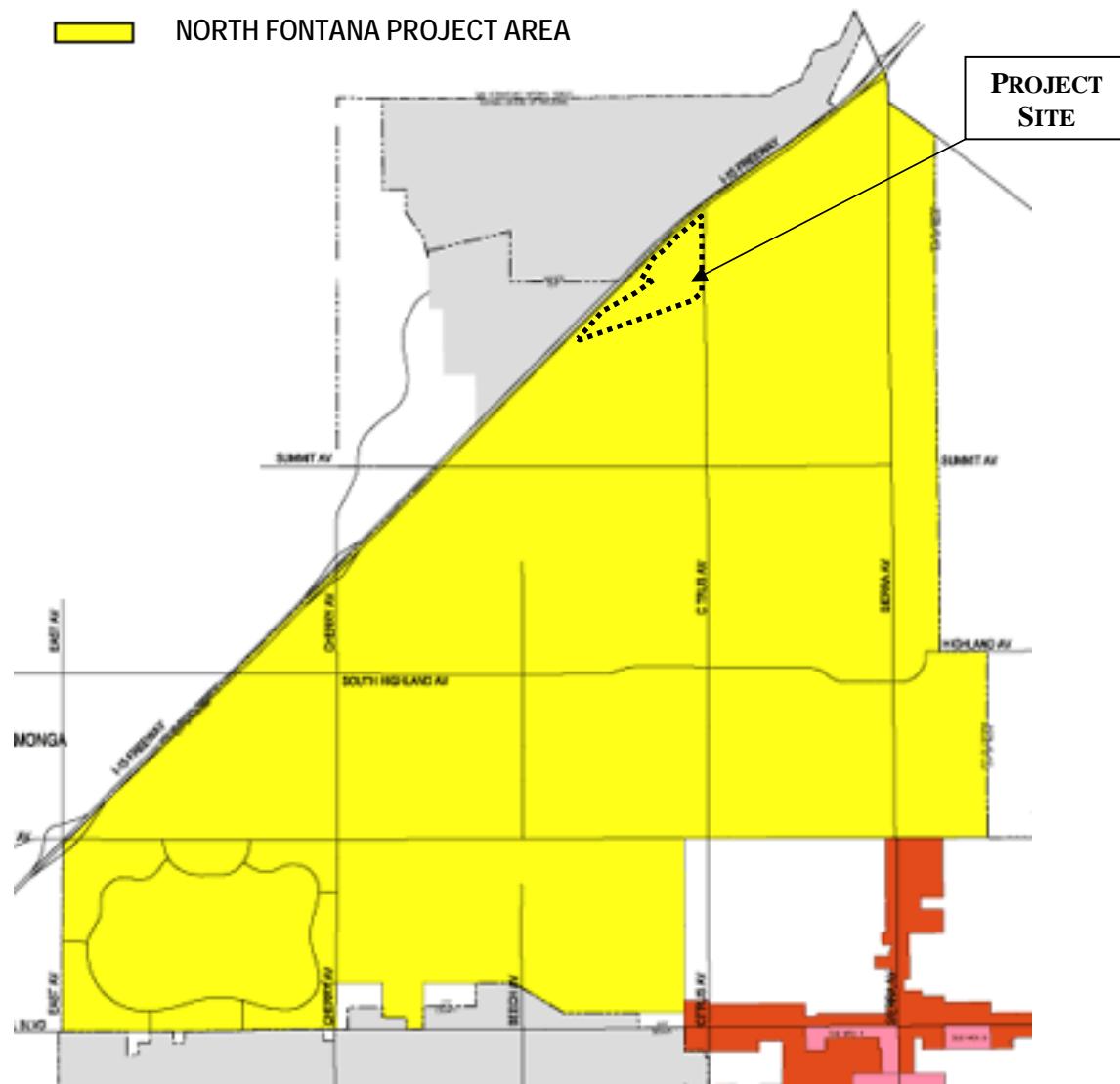


FIGURE 2-7
NORTH FONTANA REDEVELOPMENT PLAN BOUNDARIES

A number of residential developments have been constructed in this redevelopment area since the Redevelopment Plan was adopted, and include the Village of Heritage, Summit Heights, Sierra Lakes, Rancho Fontana, California Landings, and Citrus Heights developments. Commercial developments have also occurred near the I-15 and SR-210 freeways. In addition, major roadway and infrastructure projects have been completed and are ongoing in this area, primarily in areas that have been developed with urban uses. Several other roadway and infrastructure projects are also planned and include a freeway interchange at Duncan Canyon Road, widening and realignment of roadways, and installation of sewer and storm drain lines.

2.3.4 North Economic Zone

The City of Fontana has also designated the majority of the North Fontana area, including the site, as the North Economic Zone. This zone includes areas in the City located north of Baseline Avenue, east of the I-15 Freeway and west of the City limits with Rialto, as shown in Figure 2-8, *North Economic Zone*. The purpose and goal of the North Economic Zone is to encourage new commercial development in North Fontana by eliminating all City fees for new commercial development within the North Fontana Redevelopment Project Area (north of Baseline Avenue).

Eligible developments must be sales-tax-revenue-producing commercial developments on 20 acres or more of land. Redevelopment monies would be utilized to finance infrastructure improvements that may be required for these commercial developments. At the same time, this program will provide additional sales tax revenues to the City. The Economic Zone program was effective for a 3-year period from June 2003 to June 2006. No information on the continuation of this program after June 2006 is known at this time.

2.3.5 Specific Plans

A number of Specific Plans have been adopted or proposed near the project site. The locations of these specific plans are shown in Figure 2-9, *Specific Plan Areas*. Ongoing development is occurring within these specific plan areas. These Specific Plans do not include the project site and would not regulate development on the site.

2.3.6 North Fontana Multi-Species Habitat Conservation Plan

The City of Fontana has developed a Multiple Species Habitat Conservation Plan (MSHCP) for North Fontana to address the critical habitats for the San Bernardino Kangaroo Rat (SBKR) and the California Gnatcatcher (CAGN) in this area. The MSHCP area includes vacant lands north of Summit Avenue, including lands designated as open space in the City's Sphere of Influence. The proposed MSHCP calls for the payment of fees by new development in the North Fontana area. Fees would fund the acquisition and preservation of off-site and on-site habitat areas, in order to replace the sage scrub that would be lost due to urban development. This plan is expected to be approved by the USFWS within the next year.

In the meantime, the City of Fontana has adopted an Interim Program that is similar to the proposed North Fontana MSHCP, in that if protocol surveys for the SBKR and CAGN yield negative results, the developer is required to pay a fee to the City for the future acquisition of preserved habitat. However, if CAGN or SBKR are found on a site, the habitat area is preserved and no development is allowed on the occupied area until the MSHCP is adopted.



- Economic Zone Boundary
- 1 New and Proposed Residential Developments
- C New and Proposed Commercial Developments



FIGURE 2-8
NORTH FONTANA ECONOMIC ZONE

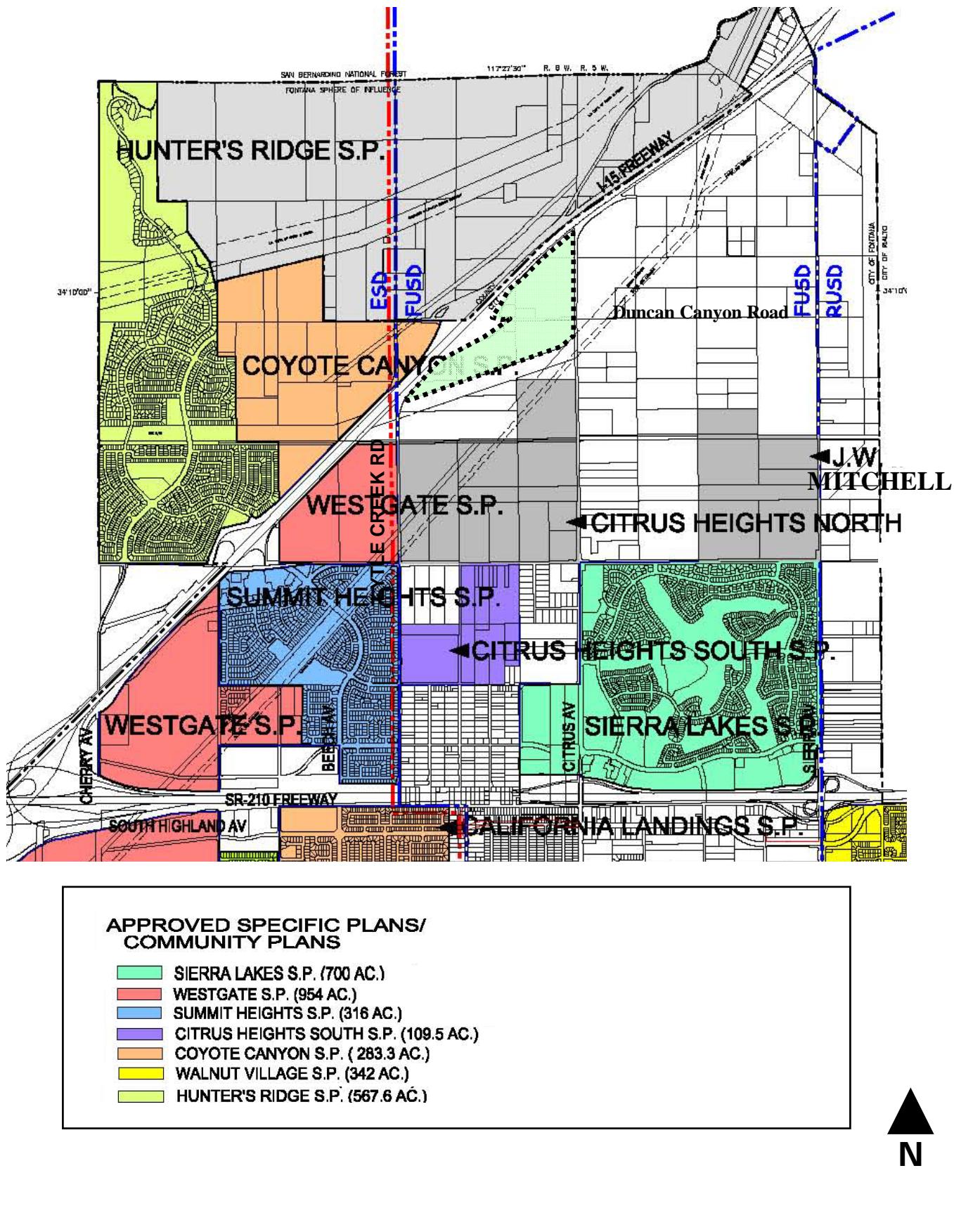


FIGURE 2-9
SPECIFIC PLAN AREAS

2.3.7 Regional Plans

In addition to the City and County planning regulations that pertain to the site, a number of regional plans regulate development in Fontana and the region. These include the Southern California Association of Governments' (SCAG) Regional Comprehensive Plan and Guide (RCPG), Regional Housing Needs Assessment (RHNA), and Regional Transportation Plan (RTP); the San Bernardino Association of Governments' (SANBAG) San Bernardino County Congestion Management Plan (CMP) and Comprehensive Transportation Plan (CTP); the South Coast Air Quality Management District's (SCAQMD) Air Quality Management Plan (AQMP); and the Regional Water Quality Control Board's (RWQCB) Water Quality Control Plan for the Santa Ana River. These plans are summarized in Section 4.2, *Land Use and Planning*, of this EIR.

SECTION 3.0: PROJECT DESCRIPTION

The proposed *Ventana at Duncan Canyon Specific Plan* would regulate future development on approximately 103.31 acres of land that is bounded by Citrus Avenue on the east, the I-15 Freeway on the northwest, Lytle Creek Road on the west, and the SCE transmission line right-of-way on the south. Trumark Companies is proposing the Specific Plan for development of the project site into a mixed-use community with as many as 842 residential condominium units at the eastern and southwestern sections of the site and approximately 574,500 square feet of retail commercial, corporate office, hotel, restaurant and research and development uses at the center and along the northwestern boundary of the site. Plazas, paseos, pocket parks, pedestrian bridges, and open areas would be provided within the development to connect the various land uses.

The proposed *Ventana at Duncan Canyon Specific Plan* has been developed in accordance with the requirements of California Government Code Section 65450 to 65457, regarding the content of specific plans, and is consistent with the goals and policies of the Fontana General Plan. The proposed Specific Plan has also been developed in accordance with Section 30-62 of the Fontana Zoning and Development Code, as it pertains to the content and processing of specific plans in the City.

Adoption of the *Ventana at Duncan Canyon Specific Plan* would provide a policy document to control the development of the project site in accordance with the land uses and development standards contained in the Specific Plan. Thus, the Specific Plan would supercede the City's Zoning and Development Code, as it relates to allowable land uses, development density, and development standards for future development on the project site. Regulations and standards in the City's Zoning and Development Code that not covered by the Specific Plan shall continue to be applicable to future developments on the site.

3.1 OBJECTIVES OF THE PROJECT

The developer, Trumark Companies, is proposing the *Ventana at Duncan Canyon Specific Plan* to achieve the following objectives:

- To actualize the City's vision for the Regional Mixed Use designation in North Fontana;
- To establish a unique window into North Fontana from the I-15 Freeway;
- To introduce a vibrant, pedestrian-oriented activity center in this area of the City;
- To integrate a mix of commercial, office and residential uses both vertically and horizontally; and
- To create a protected urban village environment that is unique to Fontana and the Inland Empire.

In keeping with these objectives, the proposed Specific Plan identifies the following goals:

- Enhance the Northern Fontana Visual Environment
- Create Jobs/Housing Balance
- Facilitate Revenue Generating Uses
- Facilitate a Walkable Village Environment

3.2 PROJECT CHARACTERISTICS

The implementation of the *Ventana at Duncan Canyon Specific Plan* would lead to the development of a master planned mixed use community on the project site. Future development under the Specific Plan would consist of retail commercial, office, hotel, restaurant and research and development uses on the

central section and northwestern boundary and residential uses on the southwestern and eastern sections of the site. The proposed developments would reflect the allowable land uses under the Regional Mixed Use designation of the site, as contained in the Fontana Land Use Plan. Commercial areas along the northwestern boundary of the site would serve as a corporate office corridor, while a vertically mixed use (commercial and residential) activity center would be provided at the center of the site. In addition, the surrounding residential areas along the eastern and southwestern sections would form separate villages. Figure 3-1, *Land Use Plan*, provides the location of the various planning areas and Figure 3-2, *Conceptual Development Plan*, shows the layout of the proposed land uses on the site.

The breakdown of land uses on the site is provided in Table 3-1, *Land Use Summary*.

TABLE 3-1
LAND USE SUMMARY

Planning Area	Land Use	Acreage	Proposed Development
1 – North Corporate Office	Multi-story Corporate Office (offices, hotel, restaurants, retail shops, sports clubs, salon, spas)	6.45	90,000 sf office
2 – Central Mixed Use	Neighborhood Commercial Center (retail commercial on ground floor, office and residential uses on upper floors)	12.69	Campanile/tower 30,000 sf Piazza 92,930 sf office 105,550 sf retail 8,020 sf restaurant 209 residential lofts
3 – Central Corporate	Four-story Corporate Office (offices, hotel, bank, retail shops, sports clubs, salon, spas)	4.31	90,000 sf office
4 – West Village	Three-story, five- and six-plex clusters (1- to 4-bedroom units)	7.49	99 attached du 30 live/work du
5 – North Village	2 to 3-story townhomes in four- to six-plex clusters (2- to 3-bedroom units)	16.84	249 du
6 – Central Village	2 to 3-story garden court cluster (2- to 3-bedroom single-family detached units)	11.69	122 du
7 – South Village	2 to 3-story cluster homes (2- to 3-bedroom single-family detached units)	12.91	133 du
8 – North Corporate Office	Hotel and restaurant (offices, hotel, restaurants, retail shops, sports clubs, salon, spas)	3.69	73,620 sf (128-room hotel) 18,380 sf restaurant
9 – Central Mixed Use	Reuse of existing buildings as restaurant and winery (offices, hotel, restaurants, retail shops, sports clubs, salon, spas)	2.74	6,000 sf restaurant
10 – South Corporate Office	Two-story corporate office buildings with 40,000 to 50,000 sf each	10.53	90,000 sf office
Public rights-of-way		13.97	--
Total		103.31	

sf – square feet

du – dwelling units

(allowable uses)

Source: Ventana at Duncan Canyon Specific Plan.

As shown, a total of 842 residential condominium units, approximately 211,570 square feet of retail commercial, hotel and restaurant uses, and 362,930 square feet of corporate office uses are proposed on the project site. Within the villages, residential densities would range from 14 to 22 units per acre, with an average of 15.4 dwelling units per acre. These would include cluster homes, townhomes, and single-family detached units. Non-residential development intensity would be at a maximum floor area ratio of 0.5 to 0.65:1.0 (building : site).

VENTANA AT DUNCAN CANYON SPECIFIC PLAN

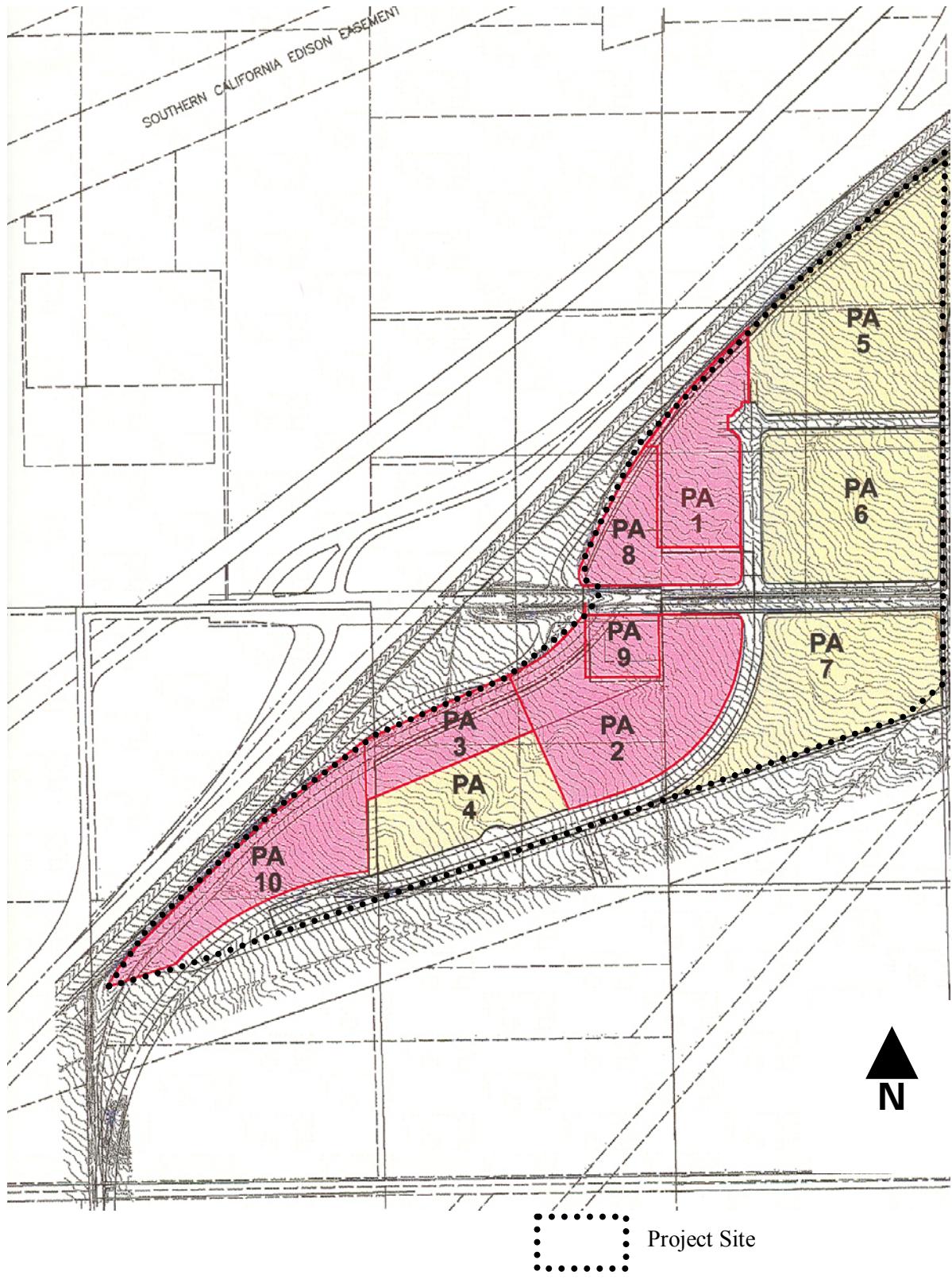


FIGURE 3-1
LAND USE PLAN

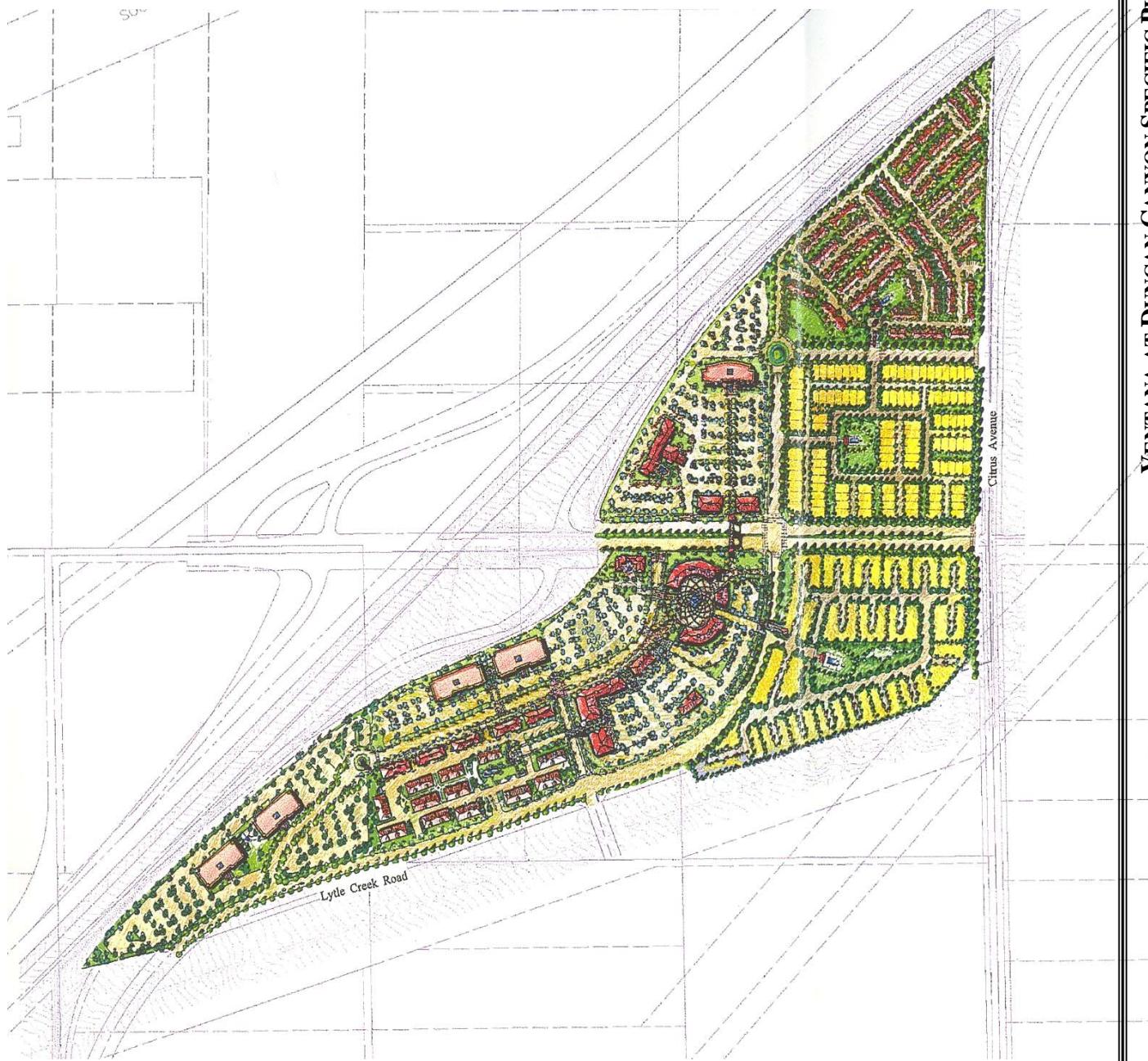


FIGURE 3-2
CONCEPTUAL DEVELOPMENT PLAN

VENTANA AT DUNCAN CANYON SPECIFIC PLAN

In addition, approximately 2.1 acres of parks and recreational areas would be provided within the residential villages, with 13.97 acres of land dedicated for streets and public rights-of-way. An open piazza, campanile/tower, pocket parks, pedestrian bridges, and open areas would be provided within the site as amenities and common areas to promote outdoor activities and create a pedestrian-friendly community.

Two pedestrian bridges would be provided to connect the planning areas, with one arch bridge over Duncan Canyon Road and one bridge over Lytle Creek Road. The pedestrian bridge over Duncan Canyon Road would connect the corporate offices in Planning Area 1 with the Piazza in Planning Area 2 and would serve as the main entryway treatment to the site. The pedestrian bridge over Lytle Creek Road would be located south of Duncan Canyon Road and would link the South Village (Planning Area 7) with the Piazza in Planning Area 2.

Commercial Planning Areas

Approximately 27.72 acres at the northwestern and southwestern sections of the site would be developed with retail commercial and office uses with approximately 368,000 square feet of total floor area. These developments would be located within five different planning areas.

Planning Area 1 is a 6.45-acre area located north of Duncan Canyon Road and southeast of the I-15 Freeway and is proposed for development of a mid-rise corporate office building with approximately 90,000 square feet of floor area. A major walkway/pedestrian corridor would be provided from the office building to run south toward the commercial uses in Planning Area 8 and the pedestrian bridge that would cross over Duncan Canyon Road.

Planning Area 8 is a 3.69-acre area located west and south of Planning Area 1 and immediately northeast of the Duncan Canyon Road and I-15 Freeway interchange. This planning area is proposed for the development of a hotel and quality restaurants, with a total floor area of 92,000 square feet. It is anticipated that the hotel building would be located near the I-15 Freeway to provide visibility for travelers and restaurants would be located just north of Duncan Canyon Road. Together with Planning Area 1, Planning Area 8 would form the North Corporate Office Center.

Planning Area 9 is a 2.74-acre area located southeast of the Duncan Canyon/I-15 interchange. This area is currently developed with the residence and accessory structures, which are proposed for adaptive reuse as a winery and specialty restaurant. Existing olive trees at this location would be preserved in place or replanted within the property. Alternatively, the existing structures may be rehabilitated and reused for office purposes, with a total floor area of 6,000 square feet. This planning area is intended to serve as a historic landmark for the development.

Planning Area 3 is a 4.31-acre area located southeast of the I-15 Freeway, south of the Duncan Canyon interchange. This area is proposed for the development of a four-story office building with a total floor area of 90,000 square feet or two smaller, two-story office buildings. Retail commercial and research and redevelopment uses may also be developed in this area.

Planning Area 10 would be located at the southwestern corner of the site, southeast of the I-15 Freeway and north of the realigned Lytle Creek Road. This area would be developed with two two-story corporate office buildings with 40,000 to 50,000 square feet each on 10.53 acres. Alternatively, research and redevelopment uses may also be developed in this area.

These commercial planning areas would be developed with structures featuring the Tuscan Mission, Monterey, Italianate or Spanish Eclectic architecture. Pedestrian walkways will be provided to link various buildings and land uses within the site.

Mixed Use Area

Planning Area 2 is a 12.69-acre area located immediately east of Planning Area 9, south of Duncan Canyon Road and west of the realigned Lytle Creek Road. This area is proposed for the development of approximately 206,500 square feet retail commercial and office uses and 209 residential units. The northern section of this planning area would feature a 30,000-square-foot oval-shaped Piazza, with a water fountain provided in the middle of the Piazza and a 90-foot campanile tower located at the northern end, where a pedestrian bridge would start to cross over Duncan Canyon Road. The arch bridge would serve as the main entryway to the City and the development, with the tower serving as a focal point from the surrounding developments and freeway.

Outdoor patios and pedestrian walkways with benches, planters, and outdoor stalls would be provided in the Piazza, surrounded by neighborhood commercial uses on the ground floor and offices or residential lofts on the upper floors. The proposed commercial structures around the Piazza would follow the oval shape of the Piazza and would be two to four stories high. The Piazza area would be designed as a Tuscan village, with buildings featuring earth tones, manufactured stone materials, building arches, arbors, and trellises.

The southern section of this planning area would be developed with free-standing mixed use structures, with retail commercial uses on the ground floor and residential lofts on the upper floors. A pedestrian walkway would link these buildings to the Piazza to the north.

Residential Villages

Four separate residential villages are proposed. The residential units within the proposed villages would be built as two- to three-story structures featuring a Mediterranean architectural style. Each village would feature a different product type and architecture, such as cluster homes, row townhouses, detached units, and courtyard townhomes. The units would have floor areas ranging in size from approximately 800 to 1,100 square feet or more, with one to four bedrooms.

Planning Area 4 or the West Village would be located south of Planning Area 3, east of Planning Area 10, west of Planning Area 2, and north of the realigned Lytle Creek Road. This area would cover 7.9 acres and would be developed with as many as 129 units, consisting of three-story five- and six-plex townhomes with attached garages. Thirty of the units would face out to Planning Area 3 and serve as live/work units (approximately 200 square feet of retail or working area on ground floor and living areas on second and third floors).

Approximately 0.35 acre of the planning area would be developed as a recreation area with a swimming pool and tot lot. Roads would separate this planning area from the commercial uses to the north (in Planning Area 3) and the mixed use area to the east (in Planning Area 2), with a landscaped buffer on the west side (between Planning Area 10).

Planning Area 5 or the North Village would be located west of Citrus Avenue and south of the I-15 Freeway and east of Planning Area 1. This village would cover approximately 16.84 acres and would be developed with approximately 249 townhomes. The townhomes would be grouped as four- to six-plex

units, each with two to three bedrooms and attached garages. Parking would be provided through back alleys, with unit facades along a common green court. A 0.45-acre pocket park would be provided in this village, with a recreation area, pool, game court, and other amenities.

Planning Area 6 or the Central Village would be located south of Planning Area 5, north of Duncan Canyon Road, east of Lytle Creek Road, and west of Citrus Avenue. This village would cover 11.69 acres and would be developed with 117 single-family detached homes on small lots. Parking would be provided through back alleys, with unit facades along a common green court. Approximately 0.5 acre would be developed with a pool, play equipment, game court and other recreation amenities.

Planning Area 7 or the South Village would be located south of Duncan Canyon Road, east of Lytle Creek Road, north of the SCE right-of-way, and west of Citrus Avenue. This 12.9-acre area would be developed with 133 single-family detached cluster homes, featuring two- to four-bedroom homes. Parking would be provided through back alleys, with unit facades along a common green court. A 0.8-acre private recreation area with a swimming pool, play equipment, and recreational amenities would be provided at the center of the site.

A pedestrian bridge would cross Lytle Creek Road from this planning area, to the Piazza in Planning Area 2. Access to regional trails within the SCE right-of-way would also be provided from this village.

Mediterranean architecture for the residential villages would feature stone facades, arched entryways and windows, awnings, red clay tile hip roofs, wrought iron, and columns. Alternatively, the buildings may feature Mission and Spanish architecture with white stucco walls, hip or gable red tile roofs, wood and wrought iron grills, pot shelves, exposed rafters, balconies, and decorative patterned tiles.

Infrastructure Improvements

Duncan Canyon Road would be constructed as a six-lane roadway through the project site. Lytle Creek Road currently runs along the western boundary of the project site. The project proposes the realignment of this roadway, including the abandonment of this existing road and the construction of Lytle Creek Road through the site and dedication of the improved roadway to the City. As proposed, Lytle Creek Road would run along the southern boundary at the southwestern section of the site, immediately north of the SCE right-of-way and then turn north approximately 1,500 feet west of Citrus Avenue toward the northern section of the site and ending at a roundabout. A new street would extend east from the roundabout and connect to Citrus Avenue on the east. In addition, the following roadway improvements would be constructed as part of the project:

- Street improvements along the 132-foot wide right-of-way for Duncan Canyon Road from the I-15 Freeway to Citrus Avenue through the site;
- Street improvements on the western half of the 104-foot wide right-of-way for Citrus Avenue along the project site;
- Realignment and street improvements on Lytle Creek Road, within a 92-foot wide right-of-way, through the project site; and
- Extension of Knox Avenue from the SCE right-of-way into the site;
- Full street improvements on internal streets with 68-foot wide rights-of-ways for collectors and 24- to 36-foot wide local streets.

The I-15/Duncan Canyon Road interchange is currently in the planning stages and is expected to be built in 2009 for completion by 2010. The project would include the extension of Duncan Canyon Road from

the proposed freeway interchange ramps through the site as a 132-foot wide six-lane roadway. The realigned Lytle Creek Road would also provide a minimum separation of 900 feet between the freeway on and off-ramps and a major street intersection.

Development of the project site would be accompanied by on-site infrastructure improvements that would be needed by the proposed commercial and residential land uses. Water and sewer lines would be extended to the site and service connections to individual parcels and building pads would be provided. The developer would extend the existing water lines on Duncan Canyon Road and Citrus Avenue to individual parcels for development, in coordination with the West Valley Water District. The developer would also extend the existing sewer line on Lytle Creek Road (southwest of the site) into the site and to individual parcels and structures on the site, in coordination with the Inland Empire Utilities Agency and the City of Fontana.

Similarly, power, gas, telephone, and cable line extensions would be made to the project site and service connections provided to individual dwelling units and commercial building pads to serve individual users on the project site. Existing overhead power and telephone lines would also be placed underground as part of the project.

An on-site storm drainage system would include curbs and gutters on local streets, catch basins and inlets, and underground storm drain lines connecting to storm drains proposed on abutting roadways. A 33- to 45-inch storm drain line would be constructed on Lytle Creek Road toward an 8-foot by 10-foot reinforced concrete box culvert that is proposed on Duncan Canyon Road, running toward the I-15 Freeway, where it would connect to the storm drain line proposed as part of the freeway interchange project and eventually connect to the Hawker-Crawford Channel to the west.

Also, a 27- to 48-inch reinforced concrete storm drain line would be constructed along Lytle Creek Road, south of Duncan Canyon Road, to connect to an existing 66-inch reinforced concrete pipe farther south on Lytle Creek Road.

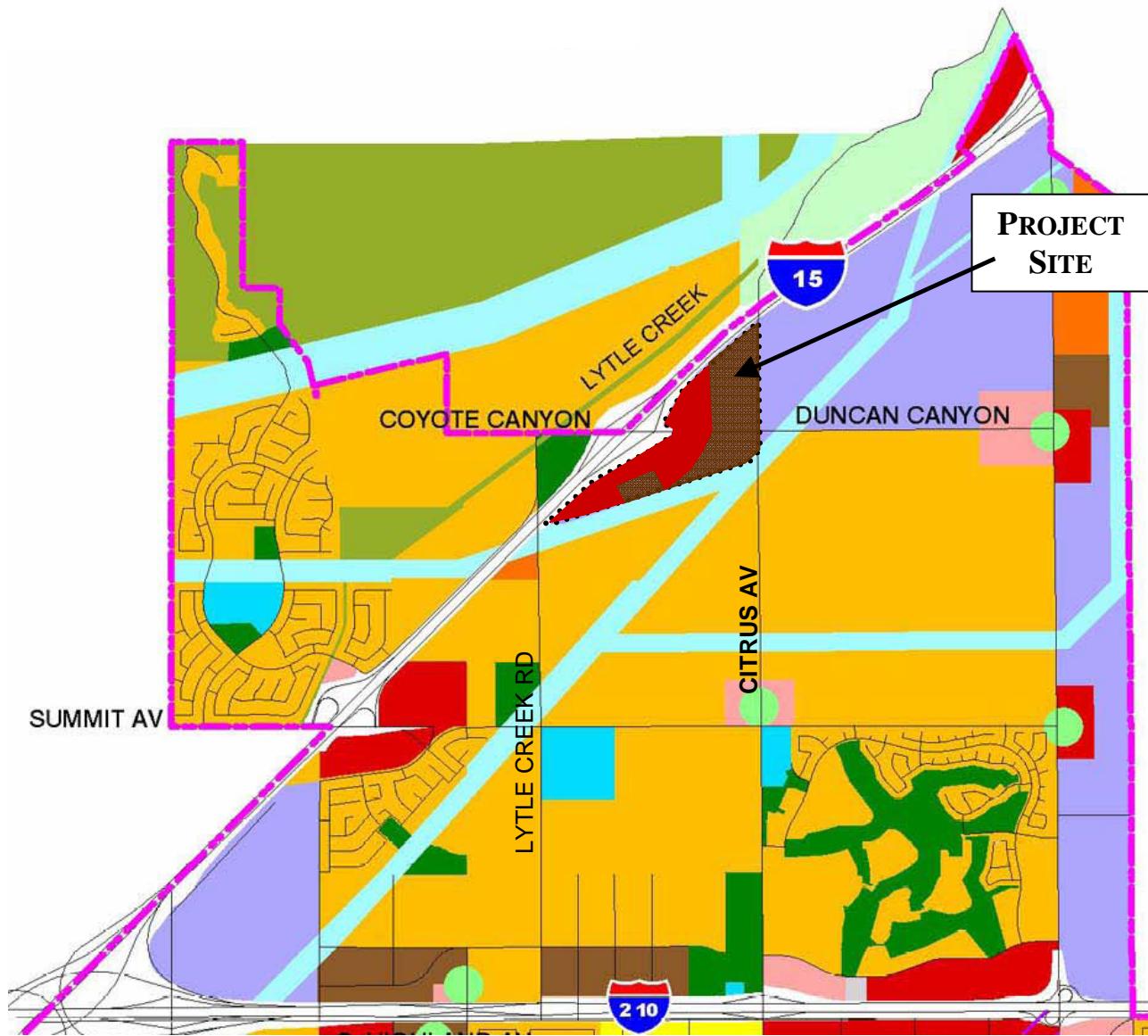
Project Approvals

The *Ventana at Duncan Canyon Specific Plan* would require the following approvals from the City of Fontana:

General Plan Amendment (AMD # 06-00010) – The proposed Specific Plan would require changes to the Regional Mixed Use (RMU) land use designation of the site to General Commercial on the planning areas proposed for commercial uses and Multi-Family Residential for the proposed residential villages. The proposed land use designations are shown in Figure 3-3, *Proposed Land Use Plan Amendment*. The Land Use Element of the General Plan would also be revised to include the adopted Specific Plan in the list of Specific Plans in the City.

The project would also require a change in the City's Circulation Master Plan. The Circulation Master Plan shows Duncan Canyon Road as a Major Highway west of Lytle Creek Road and as a Primary Highway east of Lytle Creek Road. Duncan Canyon Road is proposed for redesignation as a Major Highway from Lytle Creek Road to Citrus Avenue.

Citrus Avenue is designated as a Primary Highway south of Duncan Canyon Road but is unclassified north of Duncan Canyon Road. Citrus Avenue is proposed for redesignation as a Primary Highway along the site boundaries, north of Duncan Canyon Road.



R-E (up to 2 du/ac)
 R-PC (3.0 - 6.4 du/ac)
 R-SF (2.1 - 5 du/ac)
 R-M (SFD = 5.1 - 7.6 du/ac, SFA or MF = 7.7-12 du/ac)
 R-MF (12.1 - 24 du/ac)

C-C
 C-G
 RMU
 I-L
 I-G
 P-UC

P-PF
 P-R
 OS
 Local Activity Center
 Boulevard Overlay
 Downtown Overlay

N

FIGURE 3-3
PROPOSED LAND USE PLAN AMENDMENT

The Circulation Master Plan also shows Lytle Creek Road as a Secondary Highway with an undetermined alignment through the project site. The preferred alignment is shown as running from the southwestern corner of the site, northeasterly and northerly across the site until it connects with Cypress Avenue at the I-15 Freeway northeast of the site. With the proposed Specific Plan, the alignment of Lytle Creek Road would be fixed to run along the north side of the SCE right-of-way and then northerly past Duncan Canyon Road and ending at a roundabout, with a new street extending east from the roundabout toward Citrus Avenue.

The segment of Lytle Creek Road south of Duncan Canyon Road would retain the Secondary Highway designation, but the approximately 660-foot segment north of Duncan Canyon Road would be reclassified as a Modified Collector. A new east-west Modified Collector would also be designated from Lytle Creek Road to Citrus Avenue. The proposed General Plan Amendment would change the Circulation Master Plan in the Fontana General Plan, as shown in Figure 3-4, *Proposed Circulation Master Plan Amendment*.

Zone Change (ZC # 06-00007) – The proposed Specific Plan would also require a change in the Zoning Map of the site to reflect the Specific Plan boundaries. Thus, the RMU zoning on the project site would have to be replaced with a Specific Plan zone. Figure 3-5, *Proposed Zone Change*, shows the proposed zoning of the site.

Specific Plan Adoption (SPL 05-063) – The proposed *Ventana at Duncan Canyon Specific Plan* would regulate future development on the project site and replace the development and design standards for the project site, upon adoption of the Specific Plan.

Thus, the City will need to adopt the proposed Specific Plan by Ordinance. Once adopted, the *Ventana at Duncan Canyon Specific Plan* would supercede the City's development and design standards for the project site and the Specific Plan would serve as the primary regulatory mechanism for future developments on the site. Regulations and standards in the City's Zoning and Development Code that not covered by the Specific Plan shall continue to be applicable to future developments on the site.

Parcel Map/Tentative Tract Map (TTM 18143, 18144, 18145, 18146, and 18147) – The project site currently includes 7 parcels under separate ownerships. While the proposed Specific Plan has tried to match parcel ownership with some of the planning area boundaries, a consolidation and/or subdivision of other parcels is necessary. The proposed project would require the re-subdivision of the site into the various planning areas to allow for the development of the various villages and activity centers, as well as for condominium purposes. TTM 18143 is the master tract map for the site and establishes the ten planning areas. The four residential condominium villages would be subdivided under:

- ◆ TTM 18144 -West Village or Planning Area 4 for 101 units
- ◆ TTM 18145 – North Village or Planning Area 5 for 228 units
- ◆ TTM 18146 – South Village or Planning Area 7 for 113 units
- ◆ TTM 18147 – Central Village or Planning Area 6 for 113 units

Design Review ((DR) 06-029, 06-030, 06-31, 06-032, and 06-033) - The applicant has also filed site and architectural plans for the proposed development within the planning areas and residential villages, which were subject to site and architectural design review by the City as follows:

- ◆ TTM 18143 - DR 06-029
- ◆ TTM 18144 - DR 06-030
- ◆ TTM 18145 - DR 06-031

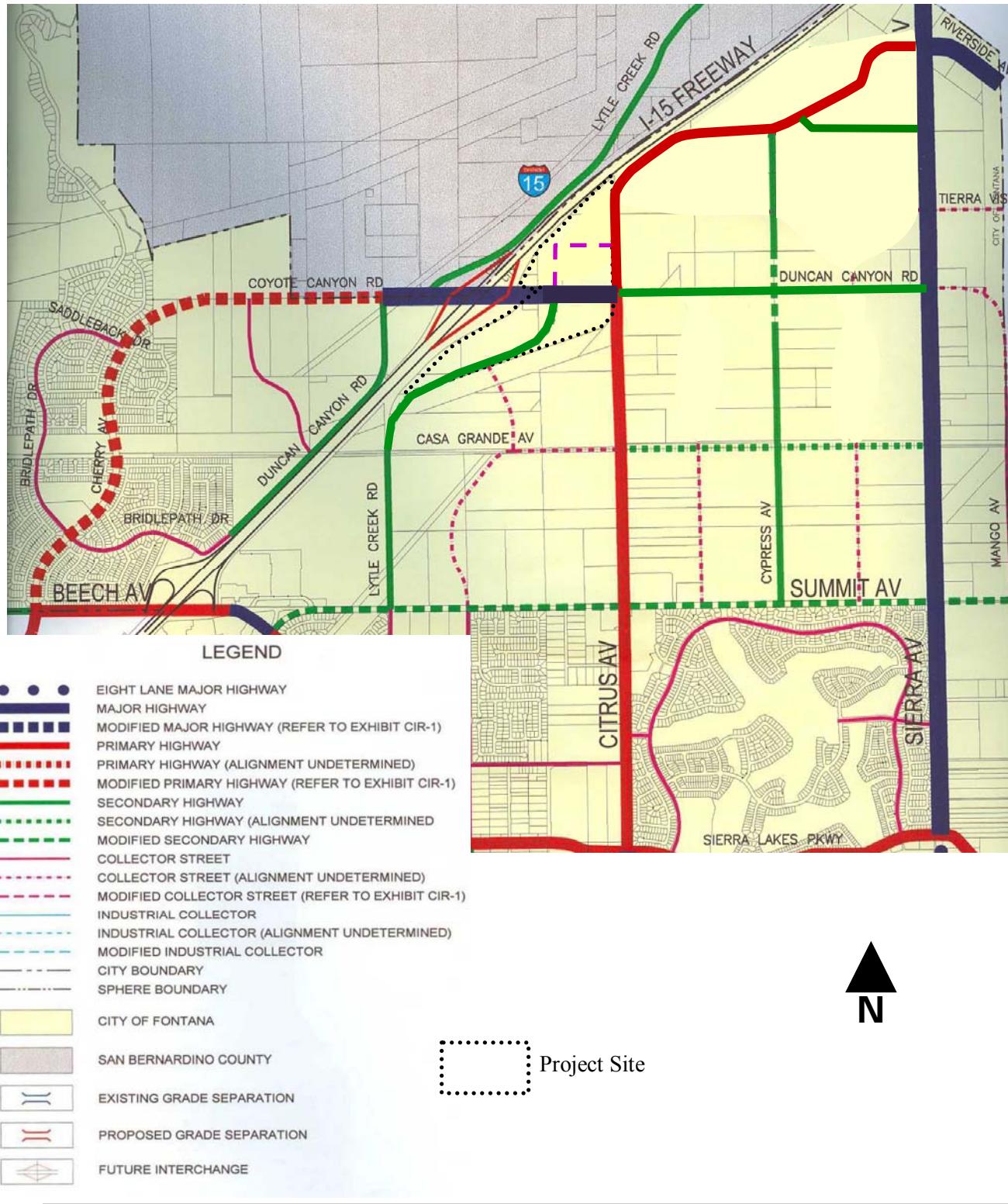


FIGURE 3-4
PROPOSED CIRCULATION MASTER PLAN AMENDMENT

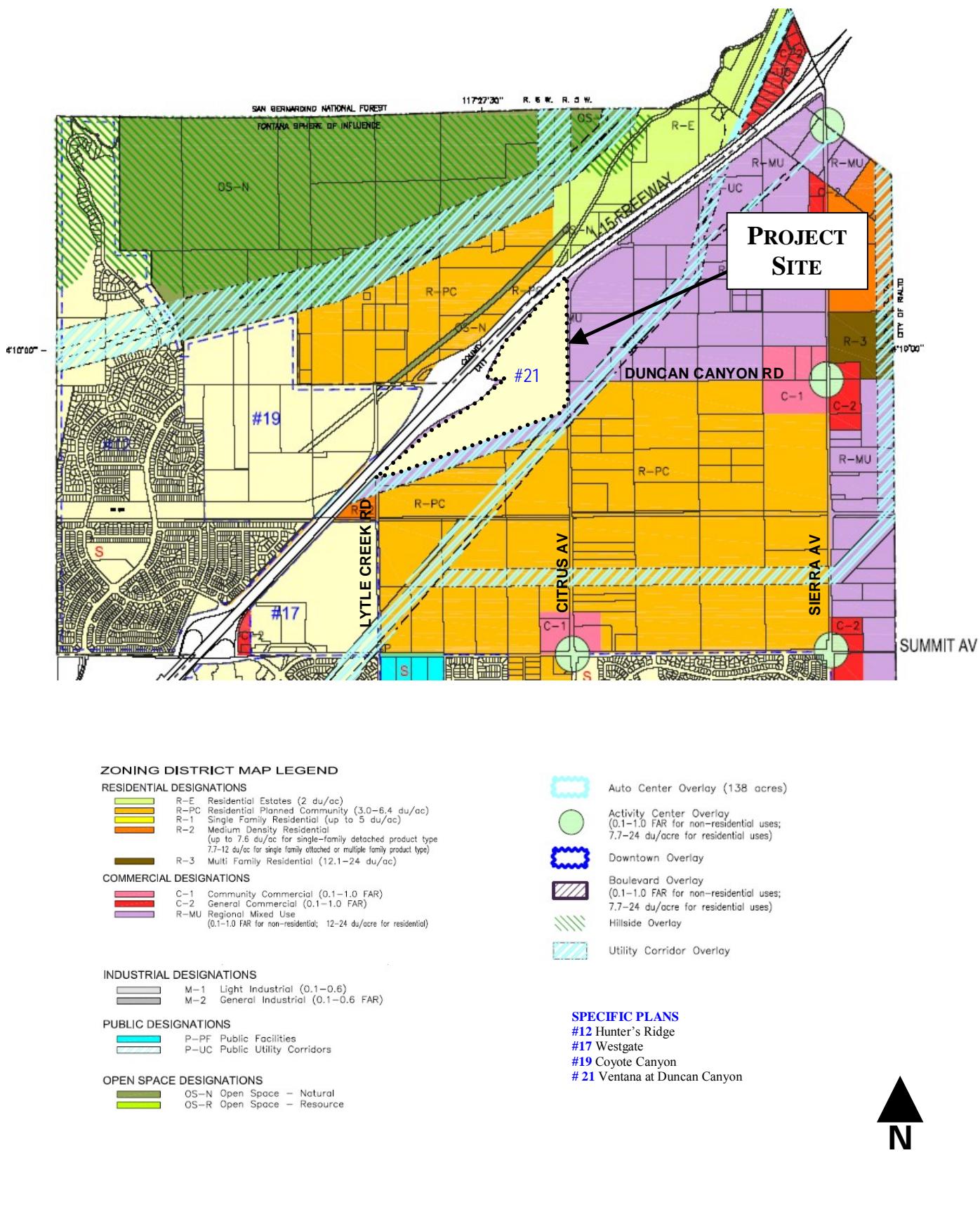


FIGURE 3-5
PROPOSED ZONE CHANGE

- ◆ TTM 18146 - DR 06-032
- ◆ TTM 18147 - DR 06-033

Operational Characteristics

Implementation and development of the *Ventana at Duncan Canyon Specific Plan* is expected to occur by planning area, and may be developed concurrently, consecutively or independently of each other. The actual timing of planning area development would not occur in numerical order and time gaps may occur between the development of planning areas.

The tentative schedule for construction is anticipated to start in 2007 and end in 2013. Clearing and grading of the site is scheduled to start in early 2007, with the construction of utility lines and major street infrastructure beginning in mid-2007 and completed by mid-2008.

Grading operations for the site will include mass grading for balanced cut and fill, with grading activities along the southern boundary of the site possibly extending into an approximately one acre area of the SCE right-of-way. This off-site grading would also be necessary for the reconstruction of Lytle Creek Road across the SCE right-of-way, as well as the future extension of Knox Avenue.

The campanile/tower would be built first in early 2008, along with the residential model complexes. Completion of the residential model complexes is expected by the end of 2008. Development of the residential villages (Planning Areas 4, 5, 6 and 7) would begin in mid to late 2008 and would be built over a 4-year period.

The proposed retail commercial and corporate office uses would be developed in conjunction with the completion of the freeway interchange. Since the success of these uses would depend on the volume of traffic that could reach the site and market demand and conditions, construction is expected to start just before, during, or after the freeway interchange completion around 2010. Some limited commercial and office uses may be built prior to the interchange, along with monumentation and landscaping, but completion of these developments would likely be timed to occur with the interchange completion.

As indicated earlier, the construction of the I-15/Duncan Canyon Interchange is anticipated to start in 2009 and be completed by 2010. The mid-rise office complexes (Planning Areas 1, 3, and 10) would be developed starting in 2009, with completion dependent on market conditions. The proposed mixed use development (Planning Area 2) and the winery and restaurant (Planning Area 9) would be developed in 2010 and completed by 2011. The office building in Planning Area 1 and the restaurant uses in Planning Area 8 would be constructed in 2010. The hotel in Planning Area 8 and the Piazza in Planning Area 2 would be constructed in late 2010, with completion by 2012. The office buildings in Planning Areas 3 and 10 would be built in 2012. Prior to development of Planning Area 10, a cul-de-sac would be provided at the end of the roadway running between Planning Areas 3 and 6 on the west side and Planning Areas 2 and 4 on the east side. This cul-de-sac would be replaced with a traffic circle and the road extended southwest toward Lytle Creek Road, when Planning Area 10 is developed. Full implementation of the Specific Plan is expected by 2012/2013.

A community facilities district or homeowner's association shall be formed for the maintenance of residential streets, open space areas, pocket parks/recreational areas and facilities, and other common areas at the site. Each residential village would also have a condominium association or homeowner's association to provide maintenance of common areas and regulate uses and improvements with each

village. The improved street segments of Duncan Canyon Road, Lytle Creek Road and Citrus Avenue and their rights-of-way would be dedicated to the City of Fontana for long-term maintenance.

Estimated sales prices for the dwelling units would range from \$350,000 to \$490,000, based on floor area and development amenities. With a maximum of 842 dwelling units, approximately 3,360 persons could be occupying the residential units within the site, based on 3.990 persons per household (City's average household size for 2006).

Tenant occupancy of retail stores and office buildings would be dependent on demand and the developer's efforts to find and secure tenants. Assuming one employee per 500 square feet of commercial retail floor area, approximately 276 employees would be present within the proposed 137,950 square feet of retail commercial floor area. In addition, assuming one employee per 250 square feet of office floor area, approximately 1,452 employees would be present within the proposed 362,930 square feet of office floor area on-site and 295 employees within the proposed hotel, assuming approximately 128 hotel rooms on 73,620 square feet and 250 square feet per employee. Thus, a total of 2,023 employees would be present on-site at full implementation of the Specific Plan.

3.3 DISCRETIONARY ACTIONS

A discretionary action is a decision taken by a government agency that calls for the exercise of judgement in deciding whether to approve a project or not. For this project, the government agency with discretionary approval authority is the Fontana City Council. The proposed *Ventana at Duncan Canyon Specific Plan* would require the following specific discretionary approvals from the City of Fontana:

- **AMD # 06-00010** - Approval of a General Plan Amendment to change the land use designations of the site in the Fontana Land Use Map from Regional Mixed Use (RMU) to General Commercial and Multi-Family Residential. The Amendment would also reclassify Duncan Canyon Road as a Major Highway from Lytle Creek Road to Citrus Avenue and Citrus Avenue as a Primary Highway along the site boundaries north of Duncan Canyon Road. In addition, it will set the alignment of Lytle Creek Road as it runs through the project site in the City's Circulation Master Plan, including a change to the classification of the northern segment of Lytle Creek Road from Secondary Highway to Modified Collector and the addition of a Modified Collector between Lytle Creek Road and Citrus Avenue on the Circulation Master Plan in the Circulation Element of the Fontana General Plan
- **ZC # 06-00007** – Approval of a Zone Change to replace the RMU zoning of the site to Specific Plan.
- **Street Vacation** - Vacation of the existing Lytle Creek Road right-of-way along the site boundaries
- **SPL #05-063** - Adoption of the *Ventana at Duncan Canyon Specific Plan* by Ordinance, to serve as the planning and development tool for the project site
- **Tentative Tract Map (TTM) Nos. 18143, 18144, 18145, 18146 and 18147** - Approval of Parcel Maps and Tentative Tracts to consolidate the lots and/or subdivide the site into the different planning areas, development sites, and residential lots

- **Design Review (DR) 06-029, 06-030, 06-31, 06-032, and 06-033** – Design review and approval of site plans and architectural plans for the different planning areas and residential villages by the Fontana Community Development Department/Development Review Board and the Planning Commission/Design Review Board

Other permits needed by the project include:

- The proposed project would also require a Conditional Letter of Map Revision (CLOMR) from the Federal Emergency Management Agency (FEMA) to revise the limits of the 100-year floodplain and eliminate the designated flood hazards on the site.
- Any work within the I-15 Freeway right-of-way or near the utility boxes by the freeway would require an encroachment permit from the California Department of Transportation (Caltrans).
- Any work within the SCE transmission line right-of-way would require a Temporary Entry Permit from the Southern California Edison Company.
- The project would require a Roadway Easement from the SCE to allow Lytle Creek Road and Knox Avenue to cross the SCE right-of-way, which would include approval of the roadway plans on or near the SCE right-of-way.
- Permits from the County Environmental Health Department would be needed for the abandonment of existing water wells and septic tanks at the site.

SECTION 4.0: ENVIRONMENTAL IMPACT ANALYSIS

4.1 INTRODUCTION

This section analyzes the potential environmental impacts associated with adoption and implementation of the proposed *Ventana at Duncan Canyon Specific Plan*. While adoption of a policy document, such as a Specific Plan, would not lead to any immediate or direct changes to the environment, the implementation of the Specific Plan would lead to the construction and operation of urban uses on the site, which would be accompanied by environmental changes. Thus, the analysis on this section focuses on the impacts of future development that would be allowed under the proposed *Ventana at Duncan Canyon Specific Plan* for a 103.31-acre area at the northwestern section of the City of Fontana.

The environmental issues on which potentially significant adverse impacts may occur are analyzed in this section. Based on the preliminary analysis of the project, the environmental analysis in this EIR addresses the project's potential impacts on the following issues:

<ul style="list-style-type: none">■ Land Use and Planning■ Population and Housing■ Traffic and Circulation■ Air Quality■ Noise■ Geology and Soils■ Hydrology and Water Quality■ Biological Resources	<ul style="list-style-type: none">■ Cultural Resources■ Mineral Resources■ Agricultural Lands■ Public Services■ Utilities■ Recreation■ Human Health and Hazards■ Aesthetics
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The purpose of this section is to describe the existing conditions on the project site and in the surrounding area and to identify the potential changes to existing conditions or the environmental impacts that may result from implementation of the proposed project. In addition, mitigation measures are provided for any identified significant adverse impacts. In order to facilitate the analysis of each issue, a standard format was developed to analyze each environmental issue thoroughly. This format is presented below, with a brief discussion of the information included within each topic.

- ♦ **Environmental Setting** - This section describes the existing physical and regulatory conditions related to each issue area. In accordance with Section 15125, *Environmental Setting*, of the State CEQA Guidelines, both the local and regional settings are discussed as they exist prior to implementation of the proposed project and during the NOP publication.
- ♦ **Threshold of Significance** - The threshold of significance identifies criteria used in determining whether an impact is considered significant and is derived from the environmental concerns outlined in the Environmental Checklist provided as Appendix G to the CEQA Guidelines. In addition, City policies, as well as standards and thresholds adopted by other public agencies with jurisdiction over select environmental issues, are used as thresholds of significance. Accepted technical and scientific data are used in other instances to determine if an impact would be considered significant.
- ♦ **Environmental Impacts** - This section of the EIR identifies and describes the short-term and long-term environmental impacts, direct and indirect impacts, both adverse and beneficial, which would result from project implementation. All project-related impacts are analyzed in accordance with Section 15126, *Consideration and Discussion of Environmental Impacts*, of the State CEQA

Guidelines. Impacts are compared to the threshold of significance criteria to determine if they exceed the thresholds and thus, are considered significant and adverse. Impacts, which are considered significant and adverse, are identified as such and analyzed accordingly. Cumulative impacts are discussed in Section 6.0, and growth-inducement is discussed in Section 7.0 of this EIR.

- ♦ **Standard Conditions and Mitigation Measures** – Existing regulations that the proposed project would need to comply with are identified. In addition, where a potential significant and adverse environmental effect has been identified in the environmental analysis, mitigation measures have been included in this section of the document. These measures are designed to “.... *minimize significant adverse impacts ... for each significant environmental effect identified in the EIR*”, as stated in Section 15126 of the State CEQA Guidelines.
- ♦ **Unavoidable Significant Adverse Impacts** - Unavoidable significant adverse impacts are project impacts which, either, cannot be mitigated or remain significant even after mitigation. The level of significance of any potentially significant adverse impact, after the implementation of the standard conditions and recommended mitigation measures, is identified in this section the EIR.

SECTION 4.2: LAND USE AND PLANNING

4.2 LAND USE AND PLANNING

4.2.1 Environmental Setting

Existing Land Uses

The project site is largely vacant except for a single-family residence and accessory structures, which are located on a 1.28-acre parcel at 15885 Duncan Canyon Road near the western central section of the site. The northern section of the site is a relatively flat area, with low grasses and five rows of eucalyptus trees. Similarly, the southern section of the site supports low grasses and is undeveloped. The I-15 Freeway is located to the northwest of the site, with views of the San Gabriel and San Bernardino Mountains beyond the freeway. West of the site and the I-15 Freeway are new single-family homes under construction. East of the site is vacant land. South of the site is the SCE right-of-way, which has 500-kilovolt high-voltage power transmission lines on steel trusses. Farther to the south is vacant land, with a residential development currently under construction (southeast of the SCE transmission lines).

Planned Land Uses

The project site is designated as Regional Mixed Use (RMU) in the Fontana Land Use Plan. The RMU designation is found in areas proposed as employment centers, to be developed with a variety of commercial and industrial uses. The preferred mix of land uses for areas designated as RMU is 0 to 30% retail; 5 to 15% office; 15 to 30% light industrial/business park; 25 to 35% residential and 4 to 6% public open space. Residential uses are allowed at a density of 12 to 24 units per acre and commercial and industrial uses are allowed with a floor area ratio ranging from 0.1 to 1.0.

The project site is zoned Regional Mixed Use (R-MU), consistent with the land use designation. The R-MU zone allows development at a maximum floor area ratio of 1.0, with permitted uses including retail commercial, office, light manufacturing, civic, and residential uses.

The site is also located within the North Fontana Redevelopment Project Area, the North Fontana Economic Zone and the North Fontana Multiple Species Habitat Conservation Plan. The site is located outside adopted Specific Plans and Community Plans.

Regional Plans

In addition to the City planning regulations discussed in Section 2.0, *Environmental Setting*, a number of regional plans regulate development in Fontana and the region. A brief discussion of these plans is provided below.

SCAG's *Regional Comprehensive Plan and Guide (RCPG)* provides a policy and framework for regional planning in Southern California to manage growth and development. The RCPG calls for the involvement and coordination of all cities and counties in growth management, regional mobility and transportation investment, air quality management, and hazardous waste management, as well as housing development, economy, human resources and services, finance and environmental management.

Population, housing and employment forecasts by SCAG in support of the RCPG show that the County of San Bernardino would have an estimated 2.7 million residents, approximately 897,739 housing units, and 1.18 million jobs by the year 2030. The City of Fontana is projected to be occupied by 240,650 residents,

with 66,323 households and 54,488 jobs by 2030. The RCPG addresses regional issues through its adopted goals and policies, but does not specifically address the project site or the North Fontana area.

SCAG's *Compass* program considers future growth in the region through an informed and analytically based policy framework. The goal of the program is to develop a preferred growth scenario that will guide SCAG's future planning efforts and serve as an implementation guide for development and land use decision-making for other agencies. The *Compass* will help define a Regional Growth Management Vision and an Implementation Strategy that will guide Southern California's future. The Growth Visioning effort has developed a number of goals:

- Improve mobility for all residents
- Foster livability in all communities
- Enhance prosperity for all people
- Promote sustainability for future generations

SCAG's *Regional Housing Needs Assessment (RHNA)* provides an allocation by jurisdiction of the existing and future housing needs relative to income level, based on existing housing needs and the projected regional population growth. The allocations are driven by the intent that a better balance between jobs and housing should occur in various areas of the region and that every city should take its fair share in the development of affordable housing units, as well as in addressing existing housing concerns. SCAG has developed the regional housing allocations for the 1998-2005 planning period under the most-recent RHNA. The City of Fontana is identified as having a future housing construction need of 7,298 units and an existing housing need of 30,623 housing units/households. The RHNA also provides guidance on the development of housing projects in the City.

SCAG's *Regional Transportation Plan (RTP)* outlines the regional transportation needs and projects for the region to the year 2030. This plan was updated in April 2004 and outlines a multi-modal approach for the improvement of mobility and funding of transportation projects. Projects in the RTP include airport access and arterials, freeway and highway improvements, commuter rail, light rail, high speed rail, shuttles, transit centers, truck lanes and freight movement. The strategies serve to link communities within the region, to meet air quality standards, and to improve the quality of life. The RTP does not address the project site, although freeways and arterials near the site are considered for potential transportation improvements under the RTP.

SCAG's RHNA and RTP regional plans are in the process of being updated. The updated RHNA was originally scheduled to be completed by June 30, 2005; however, due to a lack in funding, an extension period has been granted by the California Department of Housing and Community Development. The updated RHNA will be finalized no later than July 1, 2007. Additionally, at the request of SCAG, the updated RHNA will utilize the pending 2007 RTP in its planning calculations to provide for better coordination between housing and transportation planning. During the extension period, it is critical that SCAG reinforce each community's obligation to continue implementing their existing housing elements and approving affordable housing to meet existing and projected housing needs.

SANBAG's *San Bernardino County Congestion Management Plan (CMP)* addresses county-wide traffic congestion through an interrelation of transportation, land use, and air quality programs. The CMP was developed by the San Bernardino Associated Governments (SANBAG) and sets standards for the CMP highway network in terms of Level of Service (LOS). LOS is a qualitative measure used to describe the operational conditions within a traffic stream, and a motorist's and/or passenger's perception of the roadway's performance. LOS is designated a letter from A to F, with LOS A representing free flowing traffic

conditions and LOS F representing forced flow, many stoppages, and low operating speeds. The CMP sets a standard of LOS E for the County's CMP-designated highway system and implements an enhanced transportation management program to ensure that the designated roadways meet this standard. Monitoring of the CMP highway system and traffic forecasts are made yearly, with local agency preparation of deficiency plans for areas expected to exceed LOS standards. The CMP also requires that local governments inform SANBAG of development projects, Transportation Demand Management (TDM) activities, and transit programs. SANBAG then compiles the CMP reports and coordinates the needed transportation improvements into the Comprehensive Transportation Plan. The CMP also outlines the requirements for traffic impact analyses for individual development projects.

SANBAG's *Comprehensive Transportation Plan (CTP)* identifies the County's 20-year transportation program and the probable funding sources for these projects. As part of the update, SANBAG is in the process of validating the regional transportation model, which would be used to identify existing deficiencies in the transportation network, as well as the needed improvements to accommodate growth to the year 2030. No specific transportation projects have been developed for the CTP. The CTP would identify any needed roadway improvements to serve future development in the region, including future development within the City of Fontana and the project site.

SCAQMD's *Air Quality Management Plan (AQMP)* prescribes a means by which air quality in the Southern California region may be brought into compliance with the National Ambient Air Quality Standards (NAAQS) established by the Clean Air Act. The AQMP outlines methods and regulations to control direct and indirect sources of air pollution, such as industrial and commercial activities, motor vehicle use, construction, energy use and production, toxic air pollutant generators, and other sources of air pollution. Individual businesses in the South Coast Air Basin that are subject to SCAQMD regulations are required under the AQMP to obtain permits directly from SCAQMD. Residential developments are generally precluded from the need for air pollutant permits, but commercial and industrial land uses may require permits according to the type of equipment that would be used with each development. SCAQMD rules regulate stationary sources of pollutant emissions and construction activities in Fontana and the rest of the South Coast Air Basin.

RWQCB's *Water Quality Control Plan for the Santa Ana River* provides water quality standards for water resources in the region and an implementation plan to maintain these standards. The Plan discusses the existing water quality, beneficial uses of the ground and surface waters, and local water quality conditions and problems within the Santa Ana River watershed. The Plan also sets water quality goals and is used as a basis for the basin's regulatory programs.

4.2.2 Threshold of Significance

According to Appendix G of the CEQA Guidelines, a project could have a significant adverse impact on land use and planning, if its implementation results in any of the following:

- ◆ Physically divides an established community;
- ◆ Conflicts 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; or
- ◆ Conflicts with any applicable habitat conservation plan or natural community conservation plan.

Land use impacts may also result when incompatible land uses are located near each other.

4.2.3 Environmental Impacts

Existing and Future Land Uses

The proposed *Ventana at Duncan Canyon Specific Plan* would regulate future development on the project site and this future development would result in changes to the existing land uses on the project site. Vacant land and the single-family residence would be replaced with urban land uses. As proposed, residential units would be developed at the eastern and southwestern sections of the site. Commercial retail uses would be constructed at the center of the site and along the northwestern boundary of the site. The project would not divide an established community since the project site is largely undeveloped and adjacent lands are also largely vacant. In addition, the existing residence is not part of an established community and is expected to remain in place until such time that the property owner decides to sell or reuse the existing structures for the proposed commercial uses. No adverse impact on existing land uses is expected.

In addition, no conflict with adjacent land uses is expected with the project. New single-family homes are currently under construction on the west side of the I-15 Freeway to the west of the site. Similarly, a residential development is currently under construction south of the site (south of the SCE transmission lines). The proposed on-site uses would be separated from these residential developments by the I-15 Freeway and the approximately 200 to 250-foot wide SCE right-of-way, respectively. The I-15 Freeway and SCE right-of-way are expected to provide adequate separation between the future residential developments in these areas and the on-site uses and would prevent land use conflicts. No conflicts with nearby residential developments are expected.

The adjacent vacant area to the east of the site is expected to develop at some future date. This area is designated as RMU under the Fontana Land Use Plan. A current proposal includes the development of multi-family residential uses in this area. Future development in this area would be separated from future developments on the site by Citrus Avenue, a proposed 104-foot wide Primary Highway along the eastern border of the site. Residential uses on the eastern section of the site and proposed east of the site would not result in land use incompatibility. Citrus Avenue is expected to provide adequate separation between future developments in this area and the residential uses proposed along the eastern section of the site, preventing potential land use conflicts. No significant adverse impacts are expected.

The project's proposed residential uses would be located adjacent to the proposed commercial developments on the site. Impacts to residential uses on the site may occur due to the proximity of the planned commercial uses on the site. This could present land use conflicts in terms of light, noise, traffic, and view impacts.

The Conceptual Land Use Plan in the proposed *Ventana at Duncan Canyon Specific Plan* shows that roadways would generally be located between residential planning areas and commercial planning areas, providing the distance separation and buffer between residences and commercial activities. Lytle Creek Road would be a 92-foot wide, four-lane roadway separating the residential uses on the eastern section of the site from the commercial retail and office uses on the west. An internal road would also separate the office uses proposed in Planning Areas 3, 9 and 10 along the northwestern boundary of the site from the residential uses proposed in Planning Areas 2 and 4. In addition, the Specific Plan sets a 5- to 25-foot setback requirement to be provided by commercial uses to the nearest dwelling unit. Minimum building separation and setback requirements are provided in the Specific Plan. In addition, walls would be provided between residential uses and Duncan Canyon Road, Citrus Avenue, Lytle Creek Road and the I-15 Freeway. Walls would also be constructed between individual single-family detached units.

Thus, no direct adjacency would be provided between proposed commercial and residential uses within the Specific Plan, except within the mixed use development in Planning Area 2, where residential units could be located above the retail commercial uses on the ground floor. The mixed uses development would create a pedestrian-friendly environment, while the horizontal separation between commercial and residential uses in this area is expected to prevent land use conflicts. The provision of adequate insulation and access restrictions between the lower floor commercial uses and upper residential lofts would reduce land use conflicts.

A potential for land use conflict may also occur with location of proposed commercial areas near the existing residence on Duncan Canyon Road. Prior to the reuse of the existing residence in Planning Area 9, the residents of this property could be exposed to pollutant emissions, noise, traffic, light and glare spillover, and other impacts associated with the construction and operation of planned commercial uses in Planning Area 2.

In addition, deviations from the Conceptual Land Use Plan for the site may occur as individual planning areas are designed and constructed, leading to the location of residential units near commercial buildings, delivery areas, loading docks, drive-throughs, and outdoor mechanical equipment. These may occur between the residential uses in Planning Area 5 and the commercial uses in Planning Area 1 and between the residential uses in Planning Area 4 and the commercial uses in Planning Areas 2, 3, and 10.

The Specific Plan states that development on the site shall be required to comply with the development standards in the City's Zoning and Development Code, which are otherwise not regulated in the Specific Plan. The City standards for commercial and residential districts promote land use compatibility by calling for the provision of open space buffers, topographic features, landscaping, physical barriers, building orientation, infill development, and community design features that prevent land use conflicts between adjacent incompatible uses. In addition, standards for setbacks and screening, performance standards for noise, vibration, light and glare, odors, radiation, etc. and design guidelines are also included in the City's Zoning and Development Code. Specifically, the standards for land use compatibility, as contained in Sections 30-150 and 30-196, Land Use Compatibility for Residential and Commercial and Mixed Use Zoning Districts, of the City's Zoning and Development Code, state:

- (a) *Open space buffer. Landscaped parkways, parking lots and similar open space areas will be used as appropriate to separate commercial and mixed uses from potentially incompatible uses. The width and treatment of the open space buffer will vary depending upon the types of potential conflicts to be resolved. To soften visual impacts, the open space buffer should include landscaping.*
- (b) *Topography. Grading plans will incorporate natural earth forms and graded earthen berms as appropriate to create visual screens and to buffer noise.*
- (c) *Streets. Street design and site access shall be configured to prevent through commercial traffic from using adjacent residential streets. Features such as medians which restrict turning movements can discourage such through traffic.*
- (d) *Landscaping. Landscaping shall be used alone or in conjunction with other features (e.g., open space buffer, topography) to reduce potential visual and light and glare conflicts.*

- (e) *Physical barriers. Physical barriers such as masonry block walls shall be provided as specified in these regulations to reduce noise, visual, light and glare impacts. These barriers may also be used to restrict unwanted access between abutting land uses.*
- (f) *Building orientation. All buildings shall be sited and oriented to reduce noise, light and glare, and other conflicts. For example, loading areas shall be located in areas where noise from such operations will not adversely impact adjacent residential uses.*
- (g) *Infill development. Infill development in established commercial areas shall be especially sensitive to compatibility concerns and shall be developed in a manner sensitive to existing uses in terms of scale, design theme, etc.”*

Compliance with these standards would avoid land use incompatibility between different land uses on the site.

The proposed *Ventana at Duncan Canyon Specific Plan* also proposes the development of Covenants, Conditions, and Restrictions (CC&Rs) for the maintenance, rehabilitation, and general upkeep of the structures and improvements on the project site. In addition, development regulations and design guidelines in the Specific Plan include setback, landscaping, walls, building separation, and lighting standards for future development under the Specific Plan.

Thus, compliance with the City's development standards and with the design guidelines in the proposed Specific Plan is expected to prevent land use conflicts and incompatibilities between differing land uses on the project site and with adjacent land uses.

Future developments adjacent to the site would be subject to review and approval for compliance with existing City regulations, including the development standards, performance standards, and design guidelines outlined above and other applicable regulations contained in the City's Zoning and Development Code. Compliance of future adjacent developments with applicable City development standards and design guidelines would provide buffers, barriers and other features that would prevent land use conflicts with on-site uses. Thus, no significant adverse impacts are expected.

Land use compatibility in terms of on-site noise, light, aesthetics, loading/unloading by delivery trucks, and other related impacts are also addressed in other sections of the EIR (see Section 4.6, *Noise*, Section 4.5, *Air Quality*, Section 4.4, *Transportation and Circulation*, and Section 4.16, *Aesthetics and Visual Quality*).

Planned Land Uses and City Policies

The proposed Specific Plan would allow a mix of commercial retail, office, restaurant, hotel and research and development uses and residential uses on the site, consistent with the RMU land use designation. The proposed development would include as many as 842 condominium units and 574,500 square feet of non-residential development (commercial retail, office, hotel, restaurant and research and development uses). A development density of 14 to 22 units per acre within each residential planning area and a development intensity at a maximum FAR of 0.65 is expected, which is within the allowable development intensity of the RMU designation (set at a residential density of 12 to 24 units per acre and a floor area ratio ranging from 0.1 to 1.0 for commercial and industrial uses). At the allowable residential density, approximately 35 percent of the site would accommodate 434 to 868 dwelling units. The remaining 67.15 acres would accommodate from 292,512 to a maximum of 2,925,119 square feet of commercial and light industrial uses.

The proposed mix of land uses under the Specific Plan would include 27.72 acres or 26.8 percent of various commercial uses, 48.93 acres or 47.4 percent of residential uses and 12.69 acres or 12.3 percent of mixed uses. In addition, 13.97 acre or 13.5 percent would be public rights-of-way and 2.1 acres within the residential areas would be dedicated for parks, recreation areas, and open space. This shows that the residential component of the project exceeds the preferred mix by 12.4 percent above the maximum 35 percent of residential uses under the RMU designation. However, this is not considered a significant adverse impact because the planned development would not exceed the allowable development under the City's Land Use Plan and Zoning Map. The proposed General Plan Amendment to change the land use designations on the site from RMU to General Commercial and Multi-Family Residential would reflect the proposed development under the Specific Plan.

The Specific Plan's consistency with the Fontana General Plan is provided in Section 2.7 of the Specific Plan document. As stated, the Specific Plan complies with the goals and policies of the Fontana General Plan and future development under the Specific Plan would be consistent with the City's General Plan. Any future amendments to the *Ventana at Duncan Canyon Specific Plan* are also required to be consistent with the Fontana General Plan.

The project would reclassify a segment of Duncan Canyon Road as a Major Highway and set the alignment of Lytle Creek Road, requiring a change in the City's Circulation Master Plan. The Circulation Master Plan shows Duncan Canyon Road as a Major Highway from Coyote Canyon Road to Lytle Creek Road and as a Primary Highway from Lytle Creek Road to Citrus Avenue. The Plan also shows Lytle Creek Road as a Secondary Highway with an undetermined alignment. Lytle Creek Road currently runs northeasterly from the southwestern corner of the site and alongside the I-15 Freeway until reaching Duncan Canyon Road. The Circulation Master Plan shows this roadway running northeasterly along the SCE right-of-way and along southern boundary of the site and then turning north toward the freeway and then northeasterly beside the freeway until it connects with Citrus Avenue at the northeastern corner of the site and continuing toward Cypress Avenue.

The proposed Specific Plan would lead to the construction of Duncan Canyon Road as a Major Highway from the I-15 Freeway to Citrus Avenue. This will require a General Plan Amendment, to show the proposed classification of the segment of Duncan Canyon Road (from Lytle Creek Road to Citrus Avenue) as a Major Highway.

The Circulation Master Plan shows Citrus Avenue as a Primary Highway south of Duncan Canyon Road and as an unclassified street north of Duncan Canyon Road. The Specific Plan would lead to the construction of Citrus Avenue as a Primary Highway along the eastern site boundaries. Thus, the General Plan Amendment will include the reclassification of Citrus Avenue as a Primary Highway along the site boundaries, north of Duncan Canyon Road.

The Specific Plan would also move the existing roadway for Lytle Creek Road away from the I-15 Freeway and instead have it run through the site, as proposed along the SCE right-of-way and then northerly through the site, ending where a proposed Modified Collector would run easterly and connecting to Citrus Avenue. The revised alignment of Lytle Creek Road would need to be reflected in the Circulation Element of the Fontana General Plan.

The segment of Lytle Creek Road south of Duncan Canyon Road would retain the Secondary Highway designation, but the approximately 660-foot segment north of Duncan Canyon Road would be reclassified as a Modified Collector. A new east-west Modified Collector would also be designated from Lytle Creek

Road to Citrus Avenue. Section 4.4, *Traffic and Circulation*, discusses this amendment in greater detail. This is not expected to result in a significant adverse impact.

The proposed development under the *Ventana at Duncan Canyon Specific Plan* is generally consistent with the R-MU zoning for the site, except that some uses are allowed conditionally in the R-MU zone (such as hotel, art galleries, video arcade, and large gyms and spas) are permitted by right in the Specific Plan. At the same time, there are several land uses that are strictly prohibited under the Specific Plan that are allowed in the City's R-MU zoning district. The development and design standards in the Specific Plan are different than the standards in the City's Zoning and Development Code. However, the Specific Plan has more detailed development standards for each planning area to promote the development of the proposed Tuscan village and the mixed use community envisioned for the site. The difference between the Specific Plan standards and the City's zoning standards are not expected to result in significant adverse impacts on the site or the surrounding area.

The project would require a Zone Change to designate the site as Specific Plan, which would not be inconsistent with the City's Zoning and Development Code.

The proposed Specific Plan would help implement the North Fontana Redevelopment Plan through future development of the site and provision of utility infrastructure to serve future developments on the site. The project would also be consistent with the goals of the North Fontana Economic Zone, by the development of future commercial uses on the site. No conflict with applicable City plans and programs would occur with the proposed project.

There is no adopted habitat conservation plan for the region or the City at this time. The City is in the process of adopting a Multi-Species Habitat Conservation Plan for the North Fontana area. Under the City's Interim MSHCP Program, the project developer will be required to pay a fee to the City for the future acquisition of preserved habitat since protocol surveys performed on the project site for the SBKR and CAGN yielded negative results. This is discussed further in Section 4.9, *Biological Resources*.

Regional Plans

The Southern California Association of Government (SCAG) has adopted regional policies that relate to the future development in the region. These policies are contained in SCAG's regional plans, including the RCPG, RHNA and RTP. The project's consistency with the relevant policies in the RCPG is discussed in Table 4.2-1, *Consistency with SCAG Policies*.

TABLE 4.2-1
CONSISTENCY WITH SCAG POLICIES

Policy No.	SCAG Policy	Project Consistency
Growth Management		
3.01	The population, housing, and jobs forecasts, which are adopted by SCAG's Regional Council and that reflect local plans and policies, shall be used by SCAG in all phases of implementation and review.	The proposed project is consistent with the City's General Plan and the development capacity that is allowed under the General Plan. Thus, the project is consistent with SCAG forecasts for the City of Fontana.
	Region wide Forecasts San Bernardino County Forecasts	The population, household, and employment growth with proposed project would represent less than 1% of the forecasted growth in San Bernardino County. The project would also be within projections for the City of Fontana, as discussed in Section

TABLE 4.2-1
CONSISTENCY WITH SCAG POLICIES

Policy No.	SCAG Policy	Project Consistency
3.03	The timing, financing, and location of public facilities, utility systems, and transportation systems shall be used by SCAG to implement the region's growth policies.	4.3, <i>Population and Housing</i> , of this EIR. SCAG was informed about this project and will continue to be informed of public and private developments that are proposed in the City.
Standard of Living		
3.09	Support local jurisdictions' efforts to minimize the cost of infrastructure and public service delivery, and efforts to seek new sources of funding for development and the provision of services.	The project would provide on-site infrastructure; would pay fair share fees for the development of infrastructure systems needed to serve the site; and would pay development fees for public service provision.
3.10	Support local jurisdictions' actions to minimize red tape and expedite the permitting process to maintain economic vitality and competitiveness.	Permitting for the project would occur in accordance with City standard practices.
Quality of Life		
3.12	Encourage existing or proposed local jurisdictions' programs aimed at designing land uses which encourage the use of transit and thus reduce the need for roadway expansion, reduce the number of auto trips and vehicle miles traveled, and create opportunities for residents to walk and bike.	The project proposes a mix of commercial and residential developments, providing area residents with opportunities to walk and bike from homes to the nearby commercial and service uses.
3.13	Encourage local jurisdictions' plans that maximize the use of existing urbanized areas accessible to transit through infill and redevelopment.	The site is located east of the I-15 Freeway but no transit services are currently available on or near the site.
3.16	Encourage developments in and around activity centers, transportation corridors, underutilized infrastructure systems, and areas needing recycling and redevelopment.	The site is located east of the I-15 Freeway and is located in an area designated for redevelopment.
3.18	Encourage planned development in locations least likely to cause environmental impact.	The significant adverse environmental impacts of the project would be mitigated by measures outlined in this EIR.
3.20	Support the protection of vital resources such as wetlands, groundwater recharge areas, woodlands, production lands, and land containing unique and endangered plants and animals.	The project site does not contain wetlands and is not used for groundwater recharge. The site is also not designated as farmland and does not support endangered plants and animals.
3.23	Encourage mitigation measures that reduce noise in certain locations, measures aimed at preservation of biological and ecological resources, measures that would reduce exposure to seismic hazards, minimize earthquake damage, and to develop emergency response and recovery plans.	Noise impacts are addressed in Section 4.6, <i>Noise</i> . Important biological resources are identified in Section 4.9, <i>Biological Resources</i> . Seismic hazards are addressed in Section 4.7, <i>Geology and Soils</i> . Hazards are addressed in Section 4.15, <i>Human Health and Hazards</i> . Measures have been provided under these sections to mitigate significant adverse impacts, as necessary.
3.27	Support local jurisdictions and other service providers in their efforts to develop sustainable communities and provide, equally to all members of society, accessible and effective services such as: public education, housing, health care, social services, recreational facilities, law enforcement, and fire protection.	This EIR analyzes the impacts of the proposed Specific Plan on housing and public services, including recreation, in Sections 4.3 and 4.13, respectively.

TABLE 4.2-1
CONSISTENCY WITH SCAG POLICIES

Policy No.	SCAG Policy	Project Consistency
Growth Visioning Compass		
Principle 1	Improve mobility for all residents	The proposed project would provide a commercial retail, office, parks, and open space on the site to support the residential areas of the project. This will allow residents to work, shop, and go to the park by walking or by bicycle, rather than using automobiles.
Principle 2	Foster livability in all communities	The proposed Specific Plan would develop a mixed use community on the site, with high density residential developments, parks and open space, commercial areas, and office uses. A walkable community would be fostered through pedestrian bridges connecting residential areas to commercial areas.
Principle 3	Enable prosperity for all people	The project would include commercial areas, which would provide convenient goods and services and employment opportunities for the residents of the project and the surrounding area. Residential villages would be developed with attached townhomes and detached condominium units.
Principle 4	Promote sustainability for future generations	Urban developments are under construction and/or are planned near the site and the project would eventually serve as an extension of these developments. No impacts on agricultural lands are expected. Project impacts on biological resources would be mitigated by measures outlined in Section 4.9, <i>Biological Resources</i> . The project would incorporate energy and water conservation measures.
Regional Transportation Plan Goal		
Goal 1	Maximize mobility and accessibility for all people and goods in the region.	The proposed project would develop residential uses adjacent to commercial areas, which would serve residents of the site and the project area. The project would construct on-site and perimeter roads and pay fair share for off-site roadway improvements.
Goal 2	Ensure travel safety and reliability for all people and goods in the region.	The project would pay fair share for roadway improvements needed to serve the project, as discussed in Section 4.4, <i>Traffic and Circulation</i> . No traffic safety hazards are expected from the project.
Goal 3	Preserve and ensure a sustainable regional transportation system	The project's impacts on the I-15 Freeway are analyzed in Section 4.4, <i>Traffic and Circulation</i> . Mitigation is recommended for potentially significant adverse impacts.

TABLE 4.2-1
CONSISTENCY WITH SCAG POLICIES

Policy No.	SCAG Policy	Project Consistency
Goal 4	Maximize the productivity of our transportation system.	The roadway improvements needed to serve the project have been designed to achieve established LOS standards.
Goal 5	Protect the environment, improve air quality and promote energy efficiency.	This EIR addresses project impacts and measures to protect the environment, including air quality in Section 4.5, <i>Air Quality</i> , and energy efficiency in Section 4.14, <i>Utilities</i> .
Goal 6	Encourage land use and growth patterns that complement our transportation investments.	The proposed project would be located adjacent to the I-15 Freeway, Citrus Avenue, Lytle Creek Road, and Duncan Canyon Road and would take advantage of this regional and local accessibility.
Regional Transportation Plan Policy		
Policy 1	Transportation investments shall be based on SCAG's adopted Regional Performance Indicators. These are mobility, accessibility, reliability, safety, cost-effectiveness, productivity, sustainability, preservation, environmental, and environmental justice.	The project would include a mix of residential, commercial retail and office uses, which would reduce vehicle travel by on-site residents and neighboring residential uses. The project would include roadway improvements that would be needed to maintain mobility and accessibility for the proposed development. The traffic impact analysis in Section 4.4, <i>Transportation and Circulation</i> , of this EIR identifies roadway improvements needed to serve the project.
Policy 2	Ensuring safety, adequate maintenance, and efficiency of operations on the existing multi-modal transportation system will be RTP priorities and will be balanced against the need for system investments.	The project would improve roadways on and near the site and pay fair share fees for the improvement of the City's area-wide transportation system.
Policy 3	RTP land use and growth strategies that differ from the currently expected trends will require a collaborative implementation program that identifies required actions and policies by all affected agencies and sub-regions.	The City will continue to work with regional agencies on the improvement and development of the regional transportation system to serve the project area.
Air Quality		
5.07	Determine specific programs and associated actions needed (indirect source rules, enhanced use of telecommunications, provision of community based shuttle services, provision of demand management based programs, or vehicle-miles-traveled/emission fees) so that options to command and control regulations can be assessed.	The project's impacts on air quality are addressed in Section 4.5, <i>Air Quality</i> .
5.11	Through the environmental document review process, ensure that plans at all levels of government (regional, air basin, county, subregional, and local) consider air quality, land use, transportation, and economic relationships to ensure consistency and minimize conflicts.	The EIR addresses the project's consistency with local and regional plans in this Section 4.2, <i>Land Use and Planning</i> .
Open Space		
9.07	Maintain adequate viable resource production land, particularly lands devoted to commercial agriculture and mining operations.	Section 4.12, <i>Agricultural Resources</i> , states the site is not used for agricultural purposes and the project will have no impact on agricultural resources. Section 4.11, <i>Mineral</i>

TABLE 4.2-1
CONSISTENCY WITH SCAG POLICIES

Policy No.	SCAG Policy	Project Consistency
		<i>Resources</i> , addresses aggregate resources and impacts on mineral resources. No significant adverse impacts are expected.
9.08	Develop well-managed visible ecosystems or known habitats of rare, threatened and endangered species, including wetlands.	The project's impacts on rare, threatened and endangered species are discussed in Section 4.9, <i>Biological Resources</i> . No wetlands are present on or near the site.
Water Quality		
11.07	Encourage water reclamation throughout the region where it is cost-effective, feasible and appropriate to reduce reliance on imported water and wastewater discharges. Current administrative impediments to increased use of wastewater should be addressed.	Reclaimed water is not available to the project site but would be available in the future. Development of the site shall comply with adopted City policies regarding the use of reclaimed water.

As discussed above, the proposed project would not be inconsistent with SCAG policies. The project would not conflict with the RTP and consistency with the San Bernardino County CMP is discussed in Section 4.4, *Transportation and Circulation*. Other regional transportation plans deal with broader issues and do not specifically address the proposed project. Thus, the proposed project would not conflict with these plans.

The Growth Visioning effort under SCAG's *Compass* program has developed a number of goals. The project's consistency with these goals is discussed below:

- *Improve mobility for all residents* – The proposed project would include roadway improvements needed to adequately serve the transportation needs of future development on the project site and would promote mobility. The proposed commercial uses on the site would serve the residents of the project and would allow for walking or the use of bicycles, reducing the need for the automobile or to travel farther distances.
- *Foster livability in all communities* – Residents of the project would be able to walk to and from the proposed commercial retail uses, offices, and parks on-site through walkways and pedestrian bridges. A central Piazza would also be provided within Planning Area 2 to create a pedestrian-friendly environment. Live/work units would accommodate home businesses and allow residents to work at home.
- *Enhance prosperity for all people* – The project would provide attached and detached condominium units, to complement the single-family detached housing units found in the surrounding area and to meet the housing need of various households in the project area and the region. Offices uses would provide opportunities for local residents to live and work within short distances.
- *Promote sustainability for future generations* – The project would not impact agricultural and mineral resources and other environmentally sensitive areas. Historic structures on the site are proposed for rehabilitation and reuse. The proposed project would also be located in an area that the City of Fontana has planned as an employment center and growth area.

The project would not conflict with the goals of SCAG's *Compass* program.

The SCAQMD's AQMP is discussed in Section 4.5, *Air Quality*. Future development under the proposed Specific Plan would need to comply with applicable regulations of the SCAQMD that implement the AQMP, including permits for activities and equipment which would generate pollutant emissions.

The RWQCB's Water Quality Control Plan for the Santa Ana River Basin is discussed in Section 4.8, *Hydrology and Water Quality*. The proposed project would implement stormwater pollution control measures to comply with the Water Quality Control Plan for the Santa Ana River Basin and the National Pollutant Discharge Elimination System (NPDES). No conflict is expected from the proposed project.

4.2.4 Standard Conditions and Mitigation Measures

Standard Conditions

The proposed project would locate commercial land uses near residential uses. The implementation of the following standard condition would ensure that no land use incompatibility occurs:

Standard Condition 4.2.1: Future developments on the project site shall comply with the development and design standards in the *Ventana at Duncan Canyon Specific Plan*.

Standard Condition 4.2.2: Future developments on the project site shall comply with the City's performance standards and the development policies for land use compatibility.

Mitigation Measures

Implementation of the standard conditions would prevent land use incompatibility associated with the adjacent location of differing land uses. No significant adverse impacts are expected and no mitigation measures are recommended.

4.2.4 Unavoidable Significant Adverse Impacts

The proposed Specific Plan is consistent with main goals and objectives of the Fontana General Plan and the City's Zoning and Development Code. Potential conflicts between future land uses can be avoided by compliance with the Specific Plan's development standards and design guidelines and applicable City's development standards. No conflict with regional plans is expected from the project. No unavoidable significant adverse impacts related to land use are expected.

SECTION 4.3: POPULATION AND HOUSING

4.3 POPULATION AND HOUSING

4.3.1 Environmental Setting

Population

For the last two decades, growth and development within the City of Fontana have been significant and have outpaced that of the County of San Bernardino, as a whole. The City's rapid population growth can be attributed to land annexations, as well as construction of large residential tracts at the northern and southern sections of the City, which have significantly increased the number of housing units and residents in the City. The California Department of Finance population estimates for the City of Fontana and the County of Bernardino are provided in Table 4.3-1, *Population Growth*.

TABLE 4.3-1
POPULATION GROWTH

Year	City of Fontana	Annual Growth	San Bernardino County	Annual Growth
1970	20,673		684,072	
1980	37,111	7.9%	895,016	3.1%
1990	87,535	13.6%	1,418,380	5.8%
2000	128,928	4.7%	1,710,139	2.1%
2001	133,577	3.6%	1,747,822	2.2%
2002	140,332	5.1%	1,794,507	2.7%
2003	146,577	4.5%	1,842,904	2.7%
2004	155,749	6.3%	1,897,950	3.0%
2005	160,015	2.7%	1,946,202	2.5%
2006	165,462	3.4%	1,991,829	2.3%

Sources: US Census and California Department of Finance, 2006

The majority of the project site is currently undeveloped, except for a single-family residence that is located at 15885 Duncan Canyon Road (south of Duncan Canyon Road and east of Lytle Creek Road). This residence is expected to house approximately 4 persons, based on the City's average household size for 2006.

Housing

Historic population growth in the City has been accompanied by an increase in its housing stock. From 1980 to 1990, the City's housing stock more than doubled (an increase of 15,443 units) from 13,940 units to a 1990 total of 29,383 units. From 1990 to 2000, the housing stock of Fontana rose from 29,383 units to 35,495 units by 2000, a 21 percent increase. The City's 2006 housing stock is estimated at 43,650 units, which translates to an annual housing stock growth of over 3.8 percent since the year 2000.

The City's 2006 housing stock of 43,650 housing units includes 34,163 single-family detached residences (or 78.3 percent of the housing stock), 1,208 single-family attached homes (2.77 percent), 1,573 dwelling units within small multi-family developments consisting of 2 to 4 units (3.6 percent), 5,757 units within large multi-family development projects with 5 units or more (13.19 percent), and 949 mobile homes (2.2 percent). As of January 2006, approximately 41,348 housing units were occupied and 2,302 units were vacant (translating to a 5.27 percent vacancy rate). The average household size is estimated at 3.990 persons per household.

As stated, there is one-single family residence located near the western central section of the site. There are no other existing housing units on or near the project site; however, a residential development is currently under construction southeast of the site (south of the SCE transmission lines) and across the I-15 Freeway to the west.

Employment

The largest employer in the City of Fontana is the Kaiser Hospital/Medical Group with approximately 5,000 employees. Other large employers include Target Distribution, TAB Warehouse, Forged Metal, and other industrial uses. The largest labor market in the San Bernardino/Riverside area (where the City of Fontana is located) is the Services and Retail Trade sectors.

According to the California Employment Development Department, the City had an estimated 2000 labor force of 53,200 persons, of which 50,500 persons are employed. Jobs within the Riverside-San Bernardino area are primarily in the wholesale and retail sales, services, and government sectors. The January 2003 data shows a labor force of 58,100 persons, of which 54,300 persons are employed. This means that the City has an unemployment rate of 6.5 percent, which was higher than the County unemployment rate of 6.2 percent.

As of April 2006, the City had an estimated labor force of 62,000 persons, of which 59,200 persons are employed. The City's unemployment rate is 4.5 percent, which decreased slightly from the November 2005 rate of 5.1 percent and is slightly higher than the San Bernardino County unemployment rate for April 2006 of 4.3 percent. City residents are expected to be holding jobs within the Riverside-San Bernardino area, which are largely in the wholesale and retail sales, services, and government sectors.

The project site currently does not have commercial or industrial uses, which generate jobs. There are no employees or businesses on the project site.

Projections

SCAG has developed regional projections for growth by city in the region. These projections are provided in Table 4.3-2, *Regional Projections*. As shown, the City of Fontana is expected to have 240,650 residents, 66,323 households in housing units, and 54,488 jobs by the year 2030. This represents 8.8 percent of the County's projected 2030 population and 7.4 percent of the County's households and 4.6 of the County's employment base.

TABLE 4.3-2
REGIONAL PROJECTIONS

Year	Fontana			County		
	Population	Households	Employment	Population	Households	Employment
2005	160,015*	39,400	32,530	1,946,202*	567,172	669,028
2010	179,426	45,291	37,661	2,059,420	618,782	770,877
2015	195,373	50,391	41,758	2,229,700	686,584	870,491
2020	211,105	55,669	45,954	2,397,709	756,640	972,243
2025	226,186	60,955	50,186	2,558,729	826,669	1,074,861
2030	240,650	66,323	54,488	2,713,149	897,739	1,178,890

* = California Department of Finance 2005 estimate
Source: SCAG Growth Forecasts, 2004.

4.3.2 Threshold of Significance

According to Appendix G of the CEQA Guidelines, a project could have a significant adverse impact on population and housing, if its implementation results in any of the following:

- ◆ Induces substantial 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);
- ◆ Displaces substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere; or
- ◆ Displaces substantial numbers of people, necessitating the construction of replacement housing elsewhere.

4.3.3 Environmental Impacts

Future development under the proposed *Ventana at Duncan Canyon Specific Plan* would lead to the construction of new housing units on the site, an increase in the City's resident population, and the generation of jobs for the local community.

Housing

The proposed development would include 842 residential condominium units within four planning areas. These housing units would include cluster homes, townhomes, residential lofts, single-family detached condominium units, and live/work units. The future housing units on the site would increase the City's housing stock and contribute to population and housing growth in the City. The 842 new units would represent a 1.93-percent increase in the City's 2006 housing stock of 43,650 units. These new residences would help meet the City's future housing need and would provide a different product type than the single-family detached units that are generally found in North Fontana. The proposed project would increase the variety of housing in the area and meet the needs of moderate and upper income households.

The single-family residence currently on-site would be reused as part of the proposed commercial development in Planning Area 9, and the current residents are expected to relocate off-site. This displacement would be voluntary and not considered a significant adverse impact. The loss of one residence would also be replaced by the development of 842 new housing units on the site, for a net increase of 841 units. No significant adverse impact on housing is expected.

The proposed development is not expected to induce substantial development in the area since adjacent areas were slated for development prior to or at the same time the proposed Specific Plan was submitted to the City for review. Thus, development of nearby vacant areas are likely to occur before and concurrent with the development of the *Ventana at Duncan Canyon Specific Plan*. Additionally, the proposed roadway and infrastructure improvements that would be built on and near the site would serve the proposed development and not the adjacent areas. Roadways and utility services that would serve adjacent areas are now in place and would not be provided solely by future development under the proposed Specific Plan. Any growth-inducing impacts would be limited to the remaining "unplanned" areas northeast and southwest of the site, as discussed in Section 7.0, *Growth Inducing Impacts*, of the EIR.

Population

Full occupancy of the 842 dwelling units proposed on the site would increase the City's population by approximately 3,360 residents, based on the City's 2006 average household size of 3.99 persons per household. This would increase the City's 2006 resident population of 165,462 residents by 2.0 percent to 168,822 residents.

Reuse of the existing residence and accessory structures for commercial purposes would displace current residents. This would result in a projected net increase of 3,356 residents. Displacement of these residents would be voluntary and dependent on the property owner electing to sell or allow reuse of the property. No significant adverse impact on population is expected.

Employment

The proposed commercial retail and office uses planned for the site would serve the residential villages and would meet the demand for goods and services created by the residents of the site and the surrounding area. The proposed commercial uses would not induce adjacent residential development but would be at least partially supported by on-site residential uses.

The proposed commercial developments on the site would lead to job creation. The jobs that would be generated by the proposed commercial retail and office uses could be filled by residents of the City and the surrounding area. Estimates of the potential employment generation from the proposed commercial development on the site is estimated at an average of one job per 500 square feet of retail commercial floor area or approximately 276 employees within the proposed 137,950 square feet of retail commercial uses. Assuming one employee per 250 square feet of office floor area, approximately 1,452 employees would be present within the proposed 362,930 square feet of office uses on-site. Assuming approximately 128 hotel rooms on 73,620 square feet and 250 square feet per employee, up to 295 employees would be working within the proposed hotel. Thus, a total of 2,023 employment positions could be generated by the project.

These jobs can be filled by the City's unemployed labor force or others in the region; thus, increasing employment opportunities in the City and the County. These jobs can reduce commutes by local residents to urban areas in Los Angeles and Orange counties. In addition, short-term construction employment would also be generated when the project is under construction. No significant adverse impact on employment is expected.

Projections

The proposed project would not adversely affect population growth in the City and would not contribute to any exceedance of population, housing and employment projections.

The 3,360 residents that are expected to occupy the housing units proposed on the site would lead to an increase in the City's resident population, as consistent with regional growth forecasts. The on-site population would represent 4.2 percent of the projected 25-year population increase in the City between 2005 and 2030 (80,635 new residents).

The 842 condominium units that would be built on the site would increase the City's housing stock consistent with projected housing growth in the City. The units that would be built on the project site

would represent 3.1 percent of the projected 25-year housing growth in the City between 2005 and 2030 (26,923 new housing units).

The approximately 2,023 jobs that could be created by future commercial developments on the site would be filled by the local workforce and residents of surrounding communities and within the region. This impact would be beneficial in terms of employment for the County, as well as for residents of Fontana. The increase in employment would represent less than 1.0 percent of the anticipated job growth in the City between 2005 and 2030 (21,958 jobs).

The project would also represent a limited amount of growth in the County and the Southern California region and would not exceed growth projections. No exceedance of population, housing and employment projections or adverse impact is expected. With the jobs created, improvements to the City's unemployment rate and jobs-housing balance would occur.

The Regional Housing Needs Assessment (RHNA) shows an existing housing need of 30,623 units for the City of Fontana and a future housing need of 7,298 units for the 1998 to 2005 planning period. No projections for the next planning period have been developed. The 842 new condominium units that would be built on the site would help meet the City's regional housing needs and represent a portion of the City's total regional allocation. The Fontana General Plan anticipates buildout of the City to include a housing stock of 55,986 units, with as many as 215,001 residents. The proposed project would represent 1.50 percent of the City's housing stock and 1.56 percent of the City's resident population at buildout. No significant adverse impact to the City's population and housing stock are anticipated to occur with implementation of the proposed project.

4.3.4 Standard Conditions and Mitigation Measures

No significant adverse impact on population and housing is expected with the project; thus, no standard conditions or mitigation measures are identified.

4.3.5 Unavoidable Significant Adverse Impacts

Increases in housing stock, population, and employment associated with implementation of the proposed *Ventana at Duncan Canyon Specific Plan* are not expected to generate significant adverse impacts. Thus, no unavoidable significant adverse impacts on population and housing are expected.

SECTION 4.4: TRANSPORTATION AND CIRCULATION

4.4 TRANSPORTATION AND CIRCULATION

A Traffic Impact Study, dated August 2006, has been prepared by Katz, Okitsu and Associates to estimate the trip generation from future development under the proposed *Ventana at Duncan Canyon Specific Plan* and to determine potential impacts on traffic and circulation that may occur with the proposed development. In response to City comments, revisions to the Traffic Impact Study were made, as outlined in a memo dated October 2, 2006. The findings of the traffic study and revisions are summarized below, and the ~~complete~~ traffic study and memo are is provided in Appendix C of this EIR.

4.4.1 Environmental Setting

Primary vehicular access to the project site is currently provided by Citrus Avenue, Lytle Creek Road, and Duncan Canyon Road. The I-15 Freeway runs along the northwestern boundary of the site but no direct access to the site is available.

Roadway Network

Provided below is a description of the existing roadways that serve the project site.

I-15 (Ontario) Freeway is a major northeast-southwest freeway with four lanes in each direction and provides regional access to the project area. This freeway extends south to the San Diego area and north to Barstow and the Las Vegas area. Located just northwest of the project site, the Ontario Freeway has interchanges at Baseline Road, Summit Avenue, Sierra Avenue, Glen Helen Parkway, and the SR-210 Freeway. In 2005, an average of 9,900 vehicles used the I-15 Freeway between Summit and Sierra Avenues during the peak hour, with 132,000 vehicle trips per day and a peak of 139,000 vehicles per day. The California Department of Transportation is planning the future construction of high-occupancy vehicle (HOV) lanes in the median of this freeway.

Duncan Canyon Road is an east-west roadway at the northern section of the City of Fontana and is a two-lane roadway with soft shoulders across the site. It continues east of Citrus Avenue as a dirt road. Duncan Canyon Road is designated in the Fontana Circulation Master Plan as a Major Highway near the I-15 Freeway (from Coyote Canyon Road to Lytle Creek Road); as a Primary Highway from Lytle Creek Road to Citrus Avenue; and as a Secondary Highway east of Citrus Avenue. The average daily traffic on Duncan Canyon Road is approximately 1,700 vehicles per day west of the I-15 Freeway, 160 vehicles between the freeway and Lytle Creek Road, and 40 vehicles per day east of Lytle Creek Road.

Citrus Avenue is a north-south roadway running through the City, with two undivided travel lanes near the project site. This roadway provides access to the Foothill Freeway (SR-210) to the south, and runs along the project site's east boundary. Citrus Avenue is designated as a Primary Highway south of Duncan Canyon Road in the Fontana Circulation Master Plan. With the temporary closure of the segment south of the site, very few vehicles pass on Citrus Avenue along the site.

Lytle Creek Road is a two-lane undivided north-south roadway in the City of Fontana. The segment along the site's western boundary runs southwest to northeast alongside the I-15 Freeway and ends at Duncan Canyon Road. Lytle Creek Road is designated as a Secondary Highway from Summit Avenue to Cypress Avenue in the Fontana Circulation Master Plan, with an undetermined alignment through the site. The average daily traffic is 400 vehicles per day south of the site and 100 vehicles per day along the site.

Coyote Canyon Road is a local two-lane east-west roadway, extending west from Duncan Canyon Road west of the I-15 Freeway, prior to Duncan Canyon Road turning southerly.

Beech Avenue is a four-lane roadway running north-south in the western section of the City, and curving into an east-west alignment at the City boundaries with Rancho Cucamonga, north of Summit Avenue at the I-15 Freeway. The freeway interchange at Beech Avenue was formerly referred to as the Summit Avenue interchange. Average daily traffic near the I-15 Freeway and Summit Avenue ranges from 6,800 to 13,500 vehicles.

Summit Avenue is a four-lane secondary arterial roadway running in an east-west direction in North Fontana, from Sierra Avenue on the east toward Beech Avenue on the west, where it curves southerly and then runs parallel the I-15 Freeway to Cherry Avenue. Average daily traffic ranges from 2,500 to 3,100 vehicles.

Figure 4.4-1, *Existing Roadway Geometrics*, shows the intersection control and configurations on roadways near the site.

Levels of Service (LOS)

The Level of Service (LOS) is a qualitative and quantitative measure used to describe the operational conditions within a traffic stream and a motorist's and/or passenger's perception of the roadway's performance. LOS is designated a letter from A to F, with LOS A representing free flowing traffic conditions; LOS B represents stable flow, more restrictions, operating speeds beginning to be affected by traffic volumes; LOS C represents stable flow, more restrictions, speed and maneuverability more closely controlled by higher traffic volumes; LOS D represents conditions approaching unstable flow, traffic volumes profoundly affect arterial flow; LOS E represents unstable flow, and some stoppages; and LOS F represents forced flow, many stoppages, and low operating speeds. LOS C is typically used as a design standard, while LOS D is considered acceptable for peak period operating conditions by most jurisdictions, including the City of Fontana. The Highway Capacity Manual Level of Service interpretation in terms of vehicle delay is shown below.

Level of Service (LOS)	Control Delay Per Vehicle (seconds/vehicle)	Level of Service Description
A	≤ 10.0	This level of service occurs when progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.
B	> 10.0 and ≤ 20.0	This level generally occurs with good progression, short cycle lengths, or both. More vehicles stop than with LOS A, causing higher levels of average delay.
C	> 20.0 and ≤ 35.0	Average traffic delays. These higher delays may result from fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.
D	> 35.0 and ≤ 55.0	Long traffic delays at level D, where the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high v/c ratios. Many

Level of Service (LOS)	Control Delay Per Vehicle (seconds/vehicle)	Level of Service Description
		vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
E	> 55.0 and \leq 80.0	Very long traffic delays This level is considered by many agencies (i.e. SANBAG) to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high v/c ratios. Individual cycle failures are frequent occurrences.
F	\geq 80.0	Severe congestion This level, considered to be unacceptable to most drivers, often occurs with oversaturation (when arrival flow rates exceed the capacity of the intersection). It may also occur at high v/c ratios below 1.0, with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing factors to high delay levels.

Source: Highway Capacity Manual, 2000.

The Level of Service (LOS) criteria for unsignalized intersections is different and is defined as follows:

Level of Service (LOS)	Control Delay per vehicle (seconds/vehicle)	Description
A	\leq 10.0	Little or no delay
B	> 10.0 and \leq 15.0	Short traffic delays
C	> 15.0 and \leq 25.0	Average traffic delays
D	> 25.0 and \leq 35.0	Long traffic delays
E	> 35.0 and \leq 50.0	Very long traffic delays
F	> 50.0	Severe congestion

Roadway performance is also controlled by the performance of intersections, and more specifically, intersection performance during peak traffic periods. This is because traffic control at intersections interrupts traffic flow that would otherwise be relatively unimpeded. For this reason, existing peak hour operating conditions were evaluated for study intersections in the project area. The criteria above are used in determining the level of service and operational conditions at the study intersections during the morning (AM) and afternoon (PM) peak hours.

Existing Peak Hour Traffic Volumes and Levels of Service

Existing traffic volumes near the site are very low due to the presence of large undeveloped areas and limited development. Higher traffic volumes are found near the I-15/Summit Avenue interchange, south of the site and at the I-15/Sierra Avenue interchange, northeast of the site. This is due to the presence of nearby commercial and residential developments at the freeway on- and off-ramps, as well as improved roadways in these areas.

Figure 4.4-2, *Existing AM Peak Hour Traffic Volumes* and Figure 4.4-3, *Existing PM Peak Hour Traffic Volumes* shows intersection turning movement volumes near the site during the peak hours.

VENTANA AT DUNCAN CANYON SPECIFIC PLAN

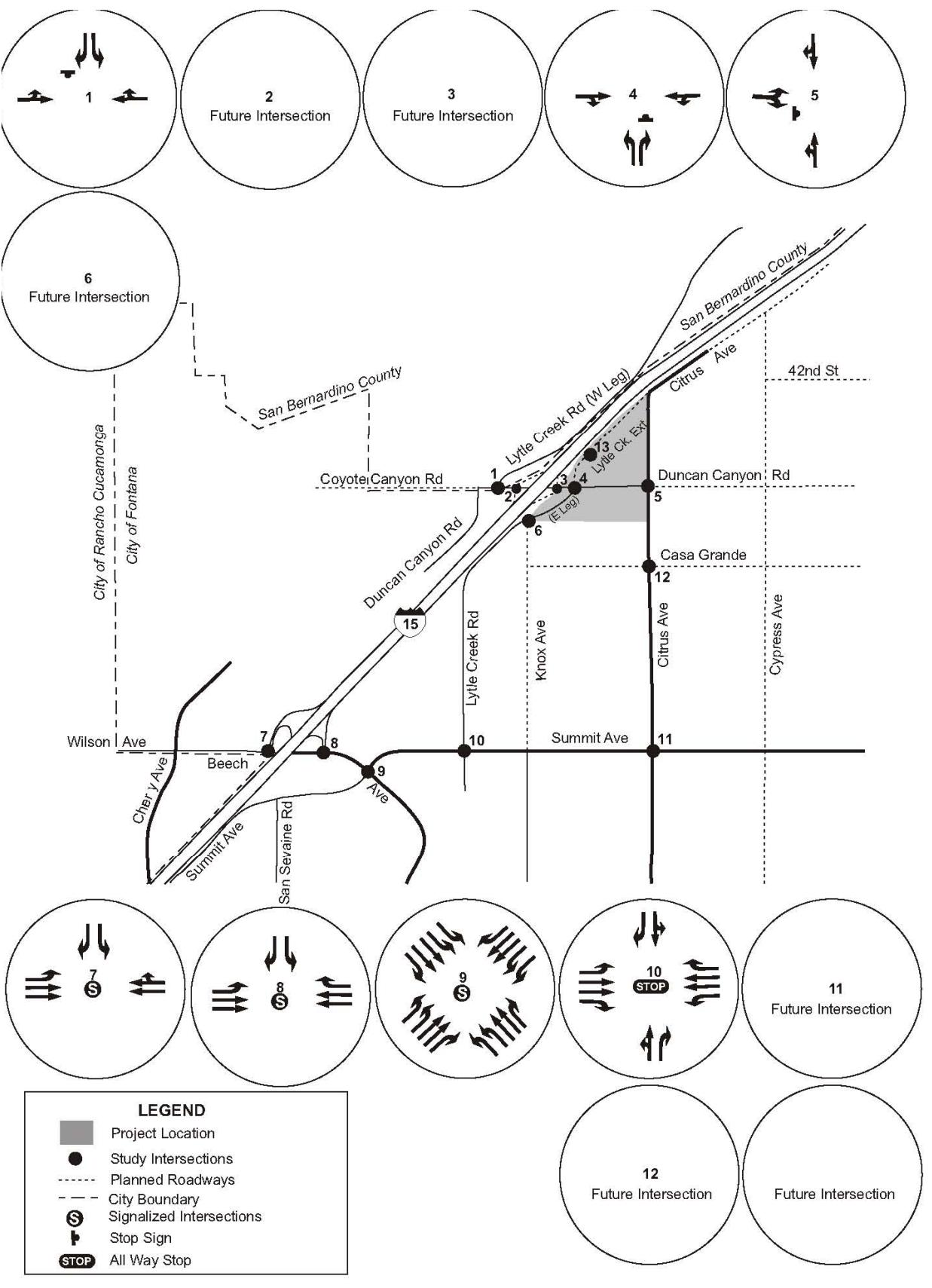


FIGURE 4.4-1
EXISTING ROADWAY GEOMETRICS

VENTANA AT DUNCAN CANYON SPECIFIC PLAN

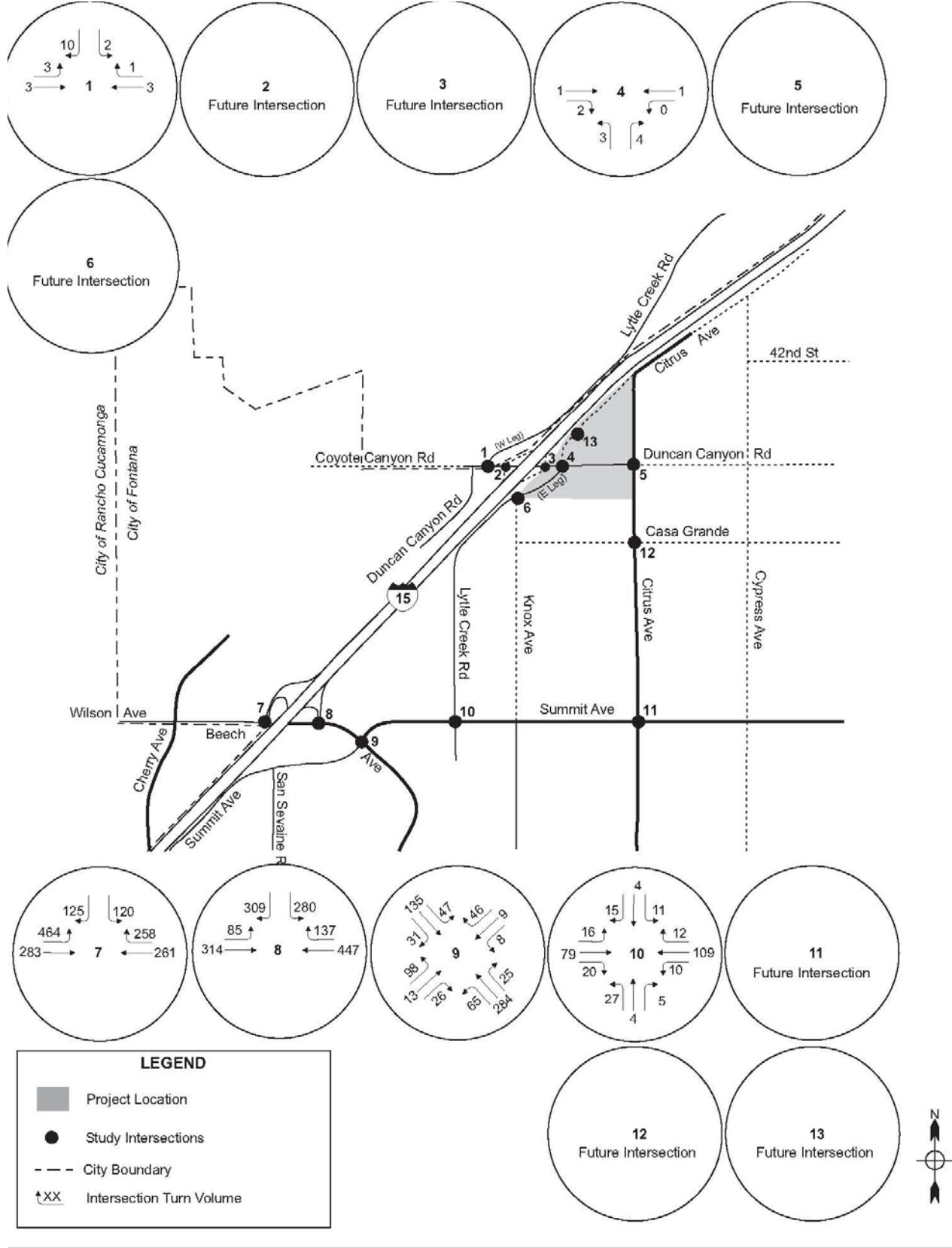


FIGURE 4.4-2
EXISTING AM PEAK HOUR VOLUMES

VENTANA AT DUNCAN CANYON SPECIFIC PLAN

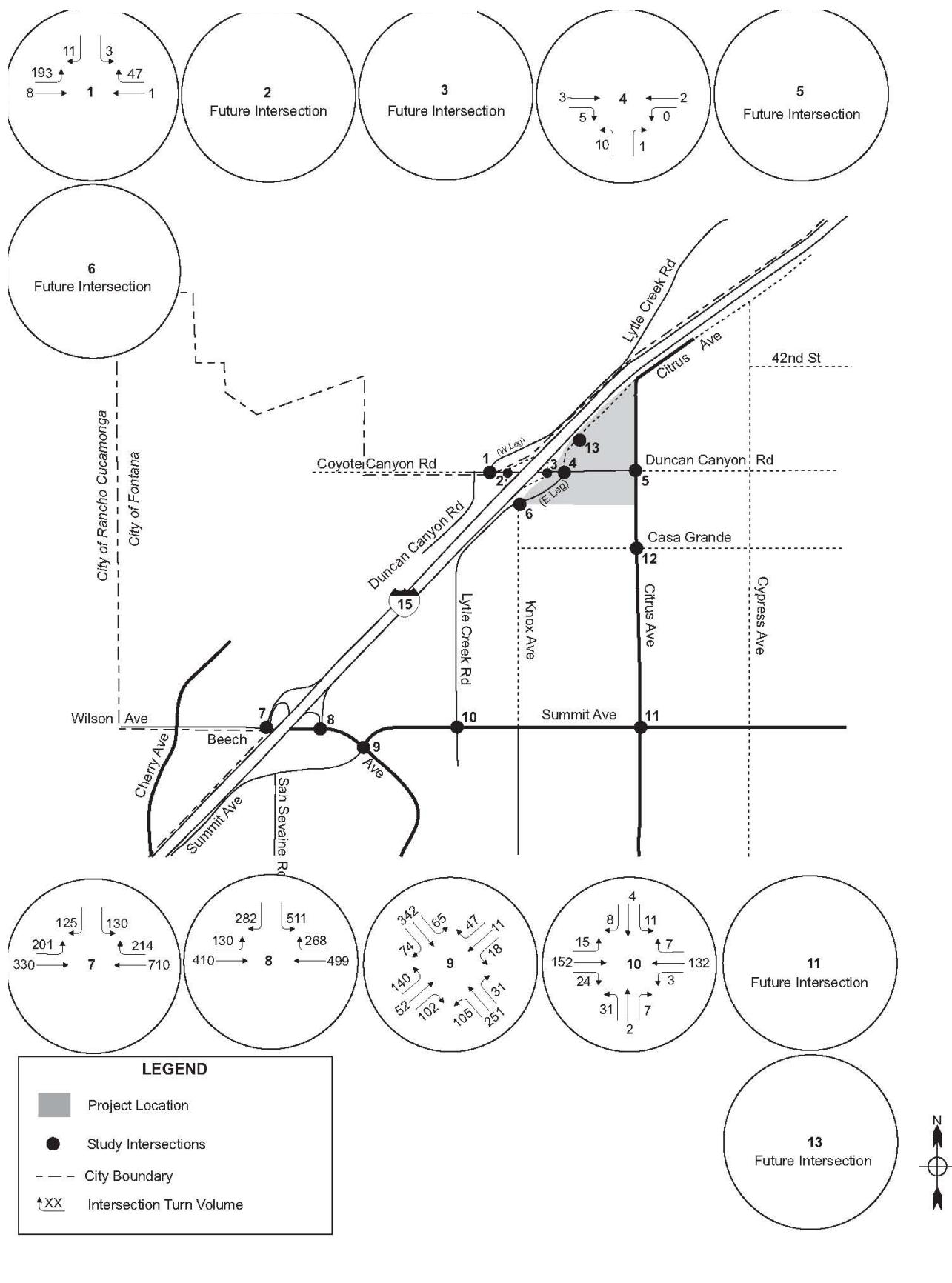


FIGURE 4.4-3
EXISTING PM PEAK HOUR VOLUMES

The levels of service (LOS) for area intersections were calculated to measure operating performance and changes in LOS that would occur with the proposed project. The calculated average vehicle delay at the study intersections during the existing AM and PM peak hours are provided in Table 4.4-1, *Existing Peak Hour Intersection LOS*. As shown, all study intersections operate at LOS C or better during the AM and PM peak hours. Existing LOS at intersections nearest the project site are LOS A and those at the I-15/Summit Avenue interchange are LOS C.

TABLE 4.4-1
EXISTING PEAK HOUR INTERSECTION LOS

Intersection	AM Peak Hour		PM Peak Hour	
	Delay in seconds	LOS	Delay in seconds	LOS
Lytle Creek Road at Summit Avenue	8.0	A	8.5	A
Duncan Canyon Road at Lytle Creek Road (W leg)	5.6	A	6.1	A
Duncan Canyon Road at Lytle Creek Road (E leg)	5.4	A	4.5	A
Beech Avenue at I-15 NB ramp	26.6	C	28.6	C
Beech Avenue at I-15 SB ramp	24.9	C	23.8	C
Beech Avenue at Summit Avenue	22.3	C	25.7	C

LOS = Level of Service
Source: Traffic Study, 2006

Truck Routes

None of the roadways near the site are designated truck routes. Designated truck routes within the Northern Fontana area include the I-15 and SR-210 freeways, Sierra Avenue and Riverside Avenue.

Public Transit

Omnitrans provides public bus services to the City of Fontana, as well as the east and west valleys of San Bernardino County. This agency is financed through State Transit Development Act and Urban Mass Transit Funds and serves as a joint powers agency for the County of San Bernardino and all cities within its service area. Several bus routes serve the City of Fontana, connecting major commercial and residential developments with various public facilities and government centers.

Omnitrans Bus Routes 10, 67, 66, 140, 15, 20, 61, 90, 28, 71, and 29 currently run through the City of Fontana. However, the project site is not served by public bus transit due to the largely undeveloped condition of the site and the surrounding area. The closest existing bus routes are Route 22 and Route 67.

Route 22 provides north-south service in the City of Rialto, and Route 67 provides east-west service between the cities of Fontana and Ontario. Route 22 runs along Riverside Avenue, Live Oak Avenue, and Terra Vista Drive within the Las Colinas neighborhood in the City of Rialto and extends south to the I-10 Freeway. Route 22 has 20-minute headways on weekdays from 4:40 AM to 10:40 PM, with Saturday service every 20 minutes between 7:40 AM and 7:10 PM, and Sunday service every 45 minutes from 6:55 AM to 7:25 PM. The Route 22 stop at Terra Vista/ Live Oak in City of Rialto averages approximately 53 on and 86 off on weekdays.

Route 67 provides service every hour seven days a week on weekdays between 5:35 am to 8:28 pm and between 6:35 am to 7:25 pm. The Route 67 stop on Baseline/Citrus averages approximately 13 boardings on

weekdays. Route 140 also runs from Chaffey College in Rancho Cucamonga to the Metrolink Station in the City of Fontana through Baseline Avenue during the peak hours.

Omnitrans' 2006-11 Short Range Transit Plan (SRTP) does not indicate any fixed-route transit services to the site. The SRTP does include the provision of a community shuttle in North Fontana, which can provide connections to major destinations in the City. Omnitrans and the City of Fontana are working on a future fixed-route service for North Fontana as more development occurs in the area.

Alternative Transportation

There are no airports or airstrips near the project site. The Rialto Municipal Airport is located within the City of Rialto, approximately 6.4 miles southeast of the project site. The Ontario International Airport is the nearest commercial airport, located approximately 13.8 miles southwest of the site.

The nearest railroad tracks to the project site run parallel and south of Arrow Highway, approximately 3.5 miles south of the site. These tracks are used by the Metrolink commuter trains, with a station located in the downtown area of the City of Fontana at 16777 Orange Way, just west of Sierra Avenue. The trains make 11 round trips per weekday from downtown Los Angeles to downtown San Bernardino, eight round trips on Saturdays, and four round trips on Sundays.

4.4.2 Threshold of Significance

According to Appendix G of the CEQA Guidelines, a project could have a significant adverse impact on traffic and circulation, if its implementation results in any of the following:

- Causes an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections);
- Exceeds, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways;
- Results in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks;
- Substantially increases hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);
- Results in inadequate emergency access;
- Results in inadequate parking capacity; or,
- Conflicts with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks).

The City of Fontana has set a standard of LOS C for roadway segments and intersections in the City, with exceptions allowed at LOS D. The North Fontana Circulation Plan also sets the standard at LOS C, with LOS D allowed at freeway interchanges. The San Bernardino County Congestion Management Program (CMP) sets a standard of LOS D for roadway intersections and LOS E at freeway interchanges in the County's CMP-designated highway system and implements an enhanced transportation management program to ensure that the designated roadways meet this standard. When the CMP standards differ from the City standards, the CMP guidelines defer to the local agency standards.

4.4.3 Environmental Impacts

Future development under the proposed *Ventana at Duncan Canyon Specific Plan* would generate new vehicle trips that would lead to increases in traffic volumes on streets and intersections in the project area. The impacts of these new vehicle trips on traffic and circulation in the project area are discussed below.

Trip Generation

Trip generation from future development on the site was calculated using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 7th Edition. Table 4.4-2, *Trip Generation*, summarizes daily, AM and PM peak hour trip generation from future developments proposed under the *Ventana at Duncan Canyon Specific Plan*. This estimate accounts for internal capture associated with walking trips and pass-by trips due to multi-purpose trip interaction.

TABLE 4.4-2
TRIP GENERATION

Land Use	Quantity	Daily Trips*	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Residential	842 units	6,171	101	373	474	384	212	596
Office/ Business Park	363,000 sf	3,996	495	68	563	92	449	541
Commercial/Retail	106,000 sf	4,532	66	43	109	190	206	396
Restaurant	32400 sf	4,120	194	180	374	216	138	354
Hotel	128 rooms	1,046	44	28	72	40	36	76
Park	3.0 acres	5	0	0	0	2	0	2
	Subtotal	19,870	900	692	1,592	924	1,045	1,965
	Internal Capture	-831	-21	-21	-42	-56	-56	-112
	Retail trip Passby (-25%)	-1,138	-17	-11	-28	-48	-52	-100
	Restaurant Passby (-20%)	-824	-39	-36	-75	-43	-28	-71
		17,078	823	624	1,447	777	905	1,682

* accounts for internal capture

sf – square feet

Source: Traffic Study, 2006

The traffic study for the project shows that as much as 17,078 vehicle daily trips, with 1,447 trips during the AM peak hours and 1,682 trips during the PM peak hours could be generated by future development under the proposed Specific Plan. These trips would add to existing traffic volumes on streets and freeways in the area and would add to incremental deterioration of roadways in the area.

To fund maintenance of and improvements to the City's roadway network, the City currently charges a development fee from new developments. These fees are used to pay for circulation system improvements to area streets. Payment of these fees by the future developments on the project site would provide funds for street maintenance activities in the City. No significant adverse impacts related to roadway maintenance are expected.

Trip Distribution

To analyze the traffic impacts of new vehicle trips that would be generated by the project, the site was divided into two traffic analysis zones. The area north of Duncan Canyon Road (North Zone) is estimated

to generate 6,537 vehicle trips per day and the area south of Duncan Canyon Road (South Zone) is estimated to generate 10,541 vehicle trips per day.

The distribution of project-related vehicle trips to the surrounding roadway network was based on the North Fontana Traffic Model that the City utilizes for monitoring and analyzing the transportation system for the project area. Figure 4.4-4, *AM Peak Hour Project-Related Traffic*, shows the project-related trip distribution during the AM peak hours and Figure 4.4-5, *PM Peak Hour Project-Related Traffic*, shows the trip distribution during the PM peak hours.

Future Roadway Operations

Traffic growth for the buildout year 2030 was forecast using the North Fontana Traffic Model, as based on the 2030 SCAG Comprehensive Transportation Plan Model. The average delay and projected LOS at the study intersections without the project (or the background traffic conditions) are shown in Table 4.4-3, *Buildout (Year 2030) Peak Hour Intersection LOS*. These LOS assume that the site remains undeveloped and the adjacent areas are developed per the City's Land Use Plan and the current Circulation Master Plan is implemented.

The projected intersection operations would occur due to other development projects in North Fontana and any change in LOS would not be attributed to the *Ventana at Duncan Canyon Specific Plan*. Rather, the anticipated increases in traffic volumes on area streets and intersections would occur, even without the proposed project.

TABLE 4.4-3
BUILDOUT (YEAR 2030) PEAK HOUR INTERSECTION LOS

Intersection	AM Peak Hour		PM Peak Hour	
	Delay in seconds	LOS	Delay in seconds	LOS
Lytle Creek Road at Summit Avenue	24.1	C	26.8	C
Duncan Canyon Road at Lytle Creek Road (W leg)	21.2	C	26.3	C
Duncan Canyon Road at Lytle Creek Road (E leg)	21.6	C	22.8	C
Knox Avenue at Lytle Creek Road	0.56.6	A	0.71.5	A
Beech Avenue at I-15 NB ramp	24.95.0	C	30.7	C
Beech Avenue at I-15 SB ramp	28.8	C	29.3	C
Beech Avenue at Summit Avenue	29.65.0	C	35.74.6	ED
Duncan Canyon Road at I-5 NB ramp	16.4	B	21.2	C
Duncan Canyon Road at I-5 SB ramp	5.9	A	9.8	A
Duncan Canyon Road at Citrus Avenue	20.9	C	23.9	C
Citrus Avenue at Summit Avenue	27.1	C	25.4	C

LOS = Level of Service
Source: Traffic Study, 2006

By 2030, all intersections would operate at LOS C or better during the AM and PM peak hours, [except for Beech/Summit Avenue](#), assuming planned roadway improvements are implemented in the project area.

With the addition of project-related traffic to the Buildout (Year 2030) scenario, further increases in traffic volumes would occur in North Fontana. The Buildout with Project traffic scenario was derived based on the proposed developments on the site, as added to the Buildout without Project model forecast from the North Fontana Traffic Model. The projected average delay and LOS are summarized in Table 4.4-4, *Buildout with Project Peak Hour Intersection LOS*.

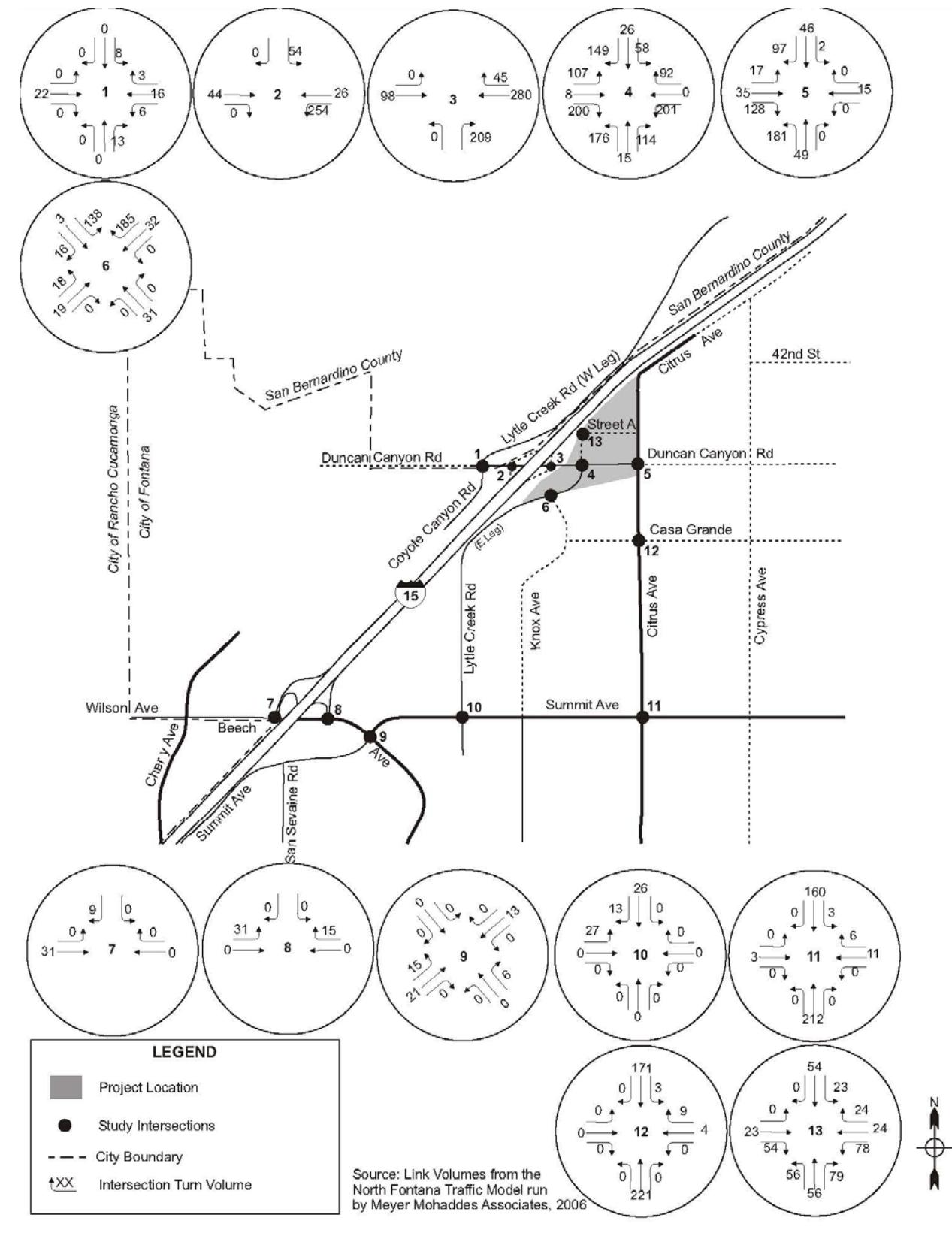


FIGURE 4.4-4
AM PEAK HOUR PROJECT-RELATED TRAFFIC

VENTANA AT DUNCAN CANYON SPECIFIC PLAN

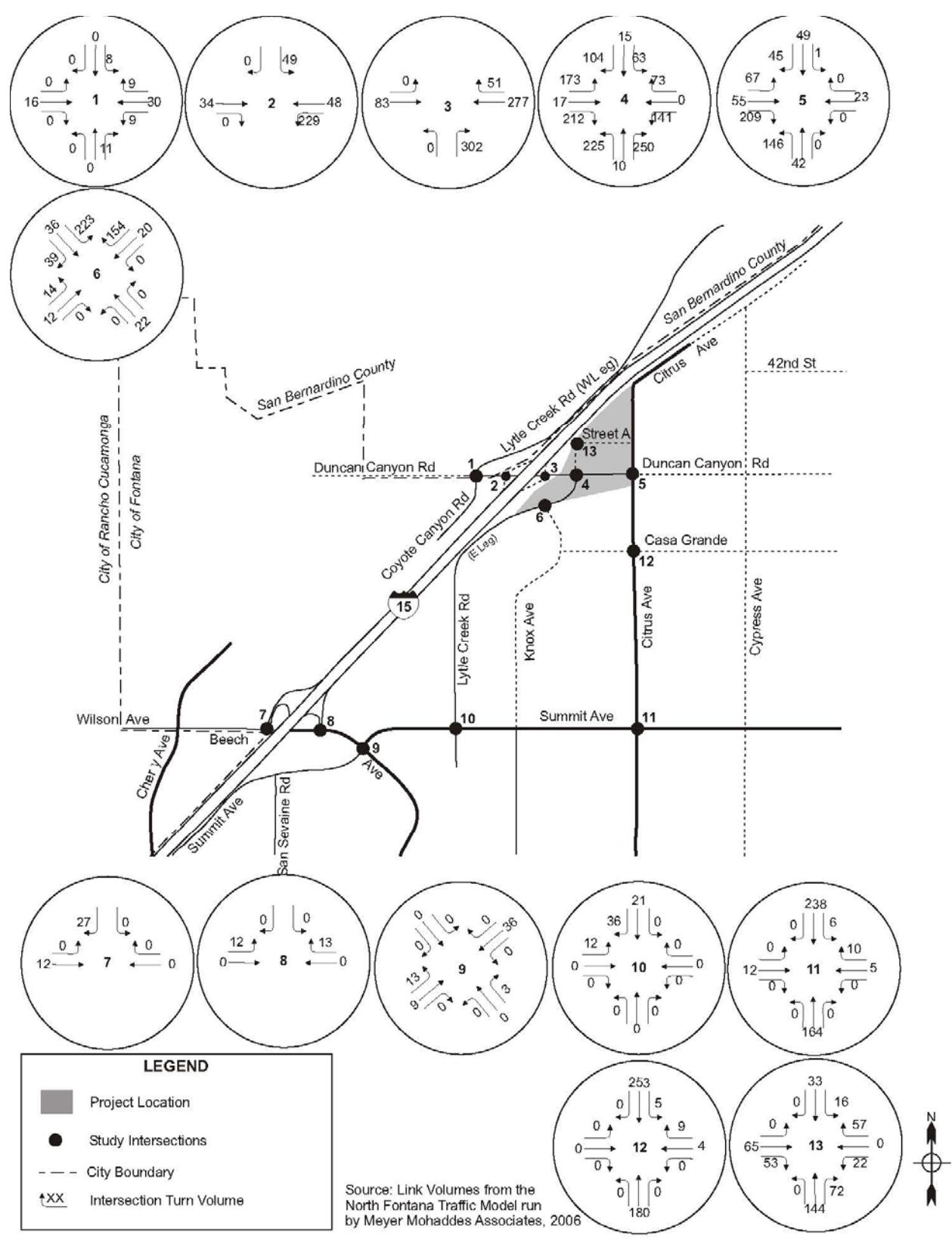


FIGURE 4.4-5
PM PEAK HOUR PROJECT-RELATED TRAFFIC

TABLE 4.4-4
BUILDOUT WITH PROJECT PEAK HOUR INTERSECTION LOS

Intersection	AM Peak Hour		PM Peak Hour	
	Delay in seconds	LOS	Delay in seconds	LOS
Lytle Creek Road at Summit Avenue	25.9	C	26.9	C
Duncan Canyon Road at Lytle Creek Road (W leg)	22.1	C	26.3	C
Duncan Canyon Road at Lytle Creek Road (E leg)	29.5	C	31.3	C
Knox Avenue at Lytle Creek Road	18.9 6.8	B	18.4 20.5	B C
Beech Avenue at I-15 NB ramp	25.0	C	30.7	C
Beech Avenue at I-15 SB ramp	28.9	C	29.8	C
Beech Avenue at Summit Avenue	29.5 5.2	C	34.9 35.6	C D
Duncan Canyon Road at I-5 NB ramp	17.7	B	24.2	C
Duncan Canyon Road at I-5 SB ramp	8.5	A	10.3	B
Duncan Canyon Road at Citrus Avenue	27.6	C	29.9	C
Citrus Avenue at Summit Avenue	23.7	C	24.8	C
Lytle Creek Road at Street A	3.5	A	3.6	A

LOS = Level of Service

Source: Traffic Study, 2006

With the addition of vehicle trips from future development under the proposed Specific Plan, all intersections would still operate at LOS C or better during both the AM and PM peak hours, [except for the Summit/Beech Avenue intersection](#).

AM Peak Hour Intersection LOS

While the project alone would not cause these intersections to degrade to LOS E or worse, it would be contributing to increases in traffic volumes on area streets and changes in LOS conditions by 2030. A comparison of the average delay and LOS with and without the project during the AM peak hour is provided in Table 4.4-5, *Change in Intersection LOS – AM Peak Hour*.

TABLE 4.4-5
CHANGE IN INTERSECTION LOS – AM PEAK HOUR

Intersection	Buildout without Project	Buildout with Project	Increase in delay	Impact?
Lytle Creek Road at Summit Avenue	24.1 C	25.6 C	1.8	No
Duncan Canyon Road at Lytle Creek Road (W leg)	21.2 C	22.1 C	0.9	No
Duncan Canyon Road at Lytle Creek Road (E leg)	21.6 C	29.5 C	7.9	No
Knox Avenue at Lytle Creek Road	0.5 6.6 A	18.9 6.8 B	12 6.3	No
Beech Avenue at I-15 NB ramp	24.9 C	25.0 C	0.1	No
Beech Avenue at I-15 SB ramp	28.8 C	28.9 C	0.1	No
Beech Avenue at Summit Avenue	29.6 5.0 C	29.5 2 C	-0.1 2	No
Duncan Canyon Road at I-5 NB ramp	16.4 B	17.7 B	1.3	No
Duncan Canyon Road at I-5 SB ramp	5.9 A	8.5 A	2.6	No
Duncan Canyon Road at Citrus Avenue	20.9 C	27.6 C	6.7	No
Citrus Avenue at Summit Avenue	27.1 C	23.7 C	-3.4	No
Lytle Creek Road at Street A	N/A	3.5 A	3.5	No

TABLE 4.4-5
CHANGE IN INTERSECTION LOS – AM PEAK HOUR

Intersection	Buildout without Project	Buildout with Project	Increase in delay	Impact?
LOS = Level of Service Source: Traffic Study, 2006				

As shown, while the proposed project would lead to increases in vehicle delays at area intersections and some changes in LOS, projected LOS conditions would still remain at LOS C or better.

PM Peak Hour Intersection LOS

A comparison of the average delay and LOS with and without the project during the PM peak hour is provided in Table 4.4-6, *Change in Intersection LOS – PM Peak Hour*.

TABLE 4.4-6
CHANGE IN INTERSECTION LOS – PM PEAK HOUR

Intersection	Buildout without Project	Buildout with Project	Increase in delay	Impact ?
Lytle Creek Road at Summit Avenue	26.8 C	26.9 C	0.1	No
Duncan Canyon Road at Lytle Creek Road (W leg)	26.3 C	26.3 C	0.0	No
Duncan Canyon Road at Lytle Creek Road (E leg)	22.8 C	31.3 C	8.5	No
Knox Avenue at Lytle Creek Road	0.71.5 A	48.420.5 CB	19.07.7	No
Beech Avenue at I-15 NB ramp	30.7 C	30.7 C	0.0	No
Beech Avenue at I-15 SB ramp	29.3 C	29.8 C	0.5	No
Beech Avenue at Summit Avenue	35.74.6 DE	35.64.9 DE	-0.13	No
Duncan Canyon Road at I-5 NB ramp	21.2 C	24.2 C	3.0	No
Duncan Canyon Road at I-5 SB ramp	9.8 A	10.3 B	0.5	No
Duncan Canyon Road at Citrus Avenue	23.9 C	29.9 C	6.0	No
Citrus Avenue at Summit Avenue	25.4 C	24.8 C	-0.6	No
Lytle Creek Road at Street A	N/A	3.6 A	3.6	No
LOS = Level of Service Source: Traffic Study, 2006				

During the PM peak hour, the proposed project would lead to increases in vehicle delays at area intersections and some changes in LOS. However, projected LOS conditions would still remain at LOS C or better, [except for the Summit/Beech Avenue intersection. Still, the project itself would reduce the vehicle delay at this intersection and thus, would not create adverse impacts.](#)

Figure 4.4-6, *Buildout with Project Traffic Volumes – AM Peak Hour* and Figure 4.4-7, *Buildout with Project Traffic Volumes – PM Peak Hour* show turning movement volumes at study intersections at buildout of the project site and the surrounding area.

While the proposed project would not lead to degraded LOS conditions in the project area, street improvements proposed as part of the project would require some modifications. The City of Fontana generally requires two left turn lanes, two through lanes, and one right turn lane at major arterial intersections.

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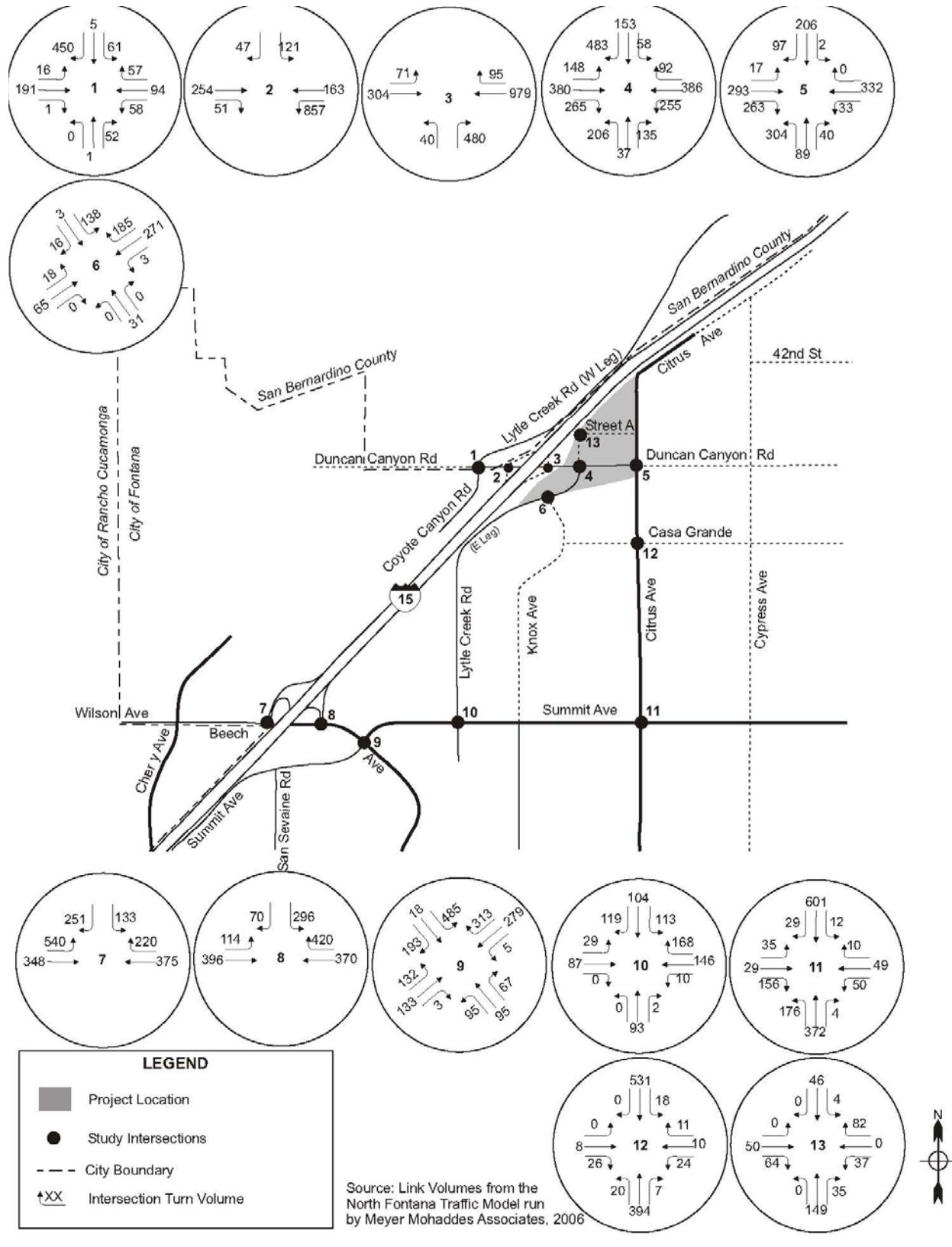


FIGURE 4.4-6
BUILDOUT WITH PROJECT TRAFFIC VOLUMES -AM PEAK HOUR

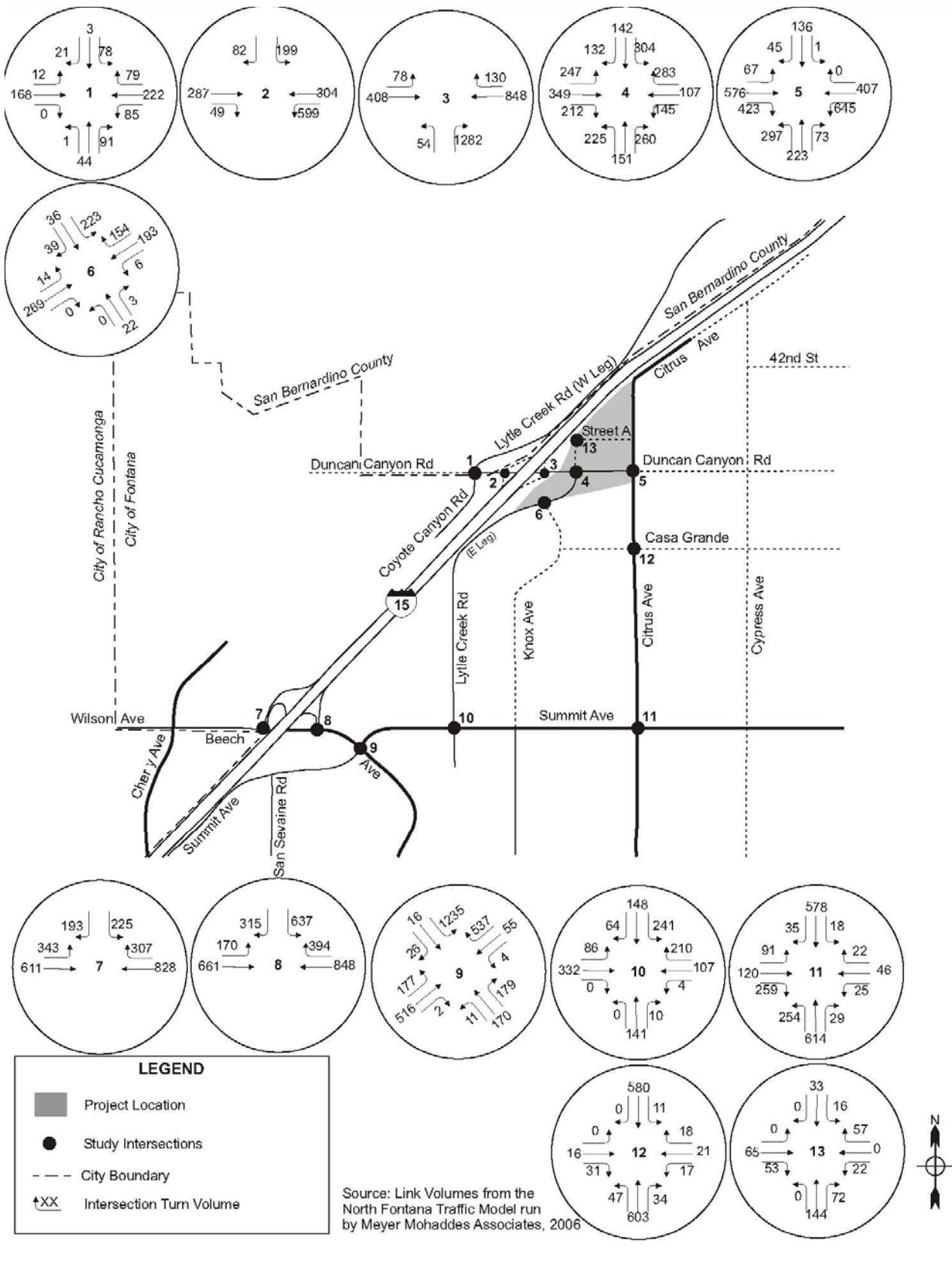


FIGURE 4.4-7
BUILDOUT WITH PROJECT TRAFFIC VOLUMES -PM PEAK HOUR

The North Fontana Traffic Model assumed two right-turn lanes for southbound traffic at the Duncan Canyon Road/Lytle Creek Road intersection. However, one right turn lane is adequate to serve future traffic at this intersection and the City's standard configuration would be sufficient.

Under the *Ventana at Duncan Canyon Specific Plan*, Ventana Way is an internal street proposed to extend from Knox Avenue at its intersection with Lytle Creek Road. While the Knox Avenue intersection at Lytle Creek Road has not been set (where it crosses the SCE right-of-way), the proposed connection of Ventana Way to Knox Avenue would lead to the creation of a full intersection, rather than the T intersection anticipated under the City's Circulation Master Plan. Thus, a reconfiguration of the intersection would be needed to accommodate traffic to and from Ventana Way.

Impact 4.4.1: The proposed Ventana Way would lead to changes in the circulation patterns that would need to be considered with the proposed improvement of the Lytle Creek Road/Knox Avenue intersection.

At the intersection of Knox Avenue and Lytle Creek Road, a new northbound through lane needs to be provided on Knox Avenue to connect with Ventana Way. A northbound left-turn lane is also needed on Lytle Creek Road, turning into Ventana Way, along with a southbound right turn lane on Lytle Creek Road turning into Ventana Way. Figure 4.4-8 *Recommended Intersection Geometrics*, shows the proposed configuration for the Duncan Canyon Road/Lytle Creek Road and the Knox Avenue/Lytle Creek Road intersections.

Renaming of the Lytle Creek Road segments east and west of the I-15 Freeway would also avoid driver confusion.

The proposed project would need to build internal roadways per City standards and as planned under the City's Circulation Master Plan (including proposed changes to the Circulation Master Plan), as well as provide half-width improvements for roadways along the site perimeters. In addition, the City's Development Fee Program requires the project applicant/developer to pay traffic impact fees to the City based on proposed land uses and trip generation, to fund roadway improvements needed on the surrounding roadway network. Payment of these fees would allow the City to implement arterial roadway improvements and other upgrades to the transportation system serving the site. Impacts would be less than significant.

Traffic Hazards

Internal streets and intersections would be provided on-site to serve the circulation needs of future developments within each planning area. The proposed project would not create traffic hazards due to design features. No sharp curves or dangerous intersections would be created by the project. Perpendicular street intersections would be provided on site and on abutting roadways. Traffic signals would also be provided at major intersections at and near the site.

A roundabout is also proposed at the northern end of Lytle Creek Road. The roundabout would be connected to Lytle Creek Road on the south and another Modified Collector (Street A) to the east. A driveway to the office development to the west would be provided, along with a driveway to the condominium development to the north. Based on the traffic analysis, the northbound approach to the roundabout is projected to carry approximately 184 northbound vehicles during the AM peak hour or one vehicle every 20 seconds, with 54 cars per hour within the roundabout.

VENTANA AT DUNCAN CANYON SPECIFIC PLAN

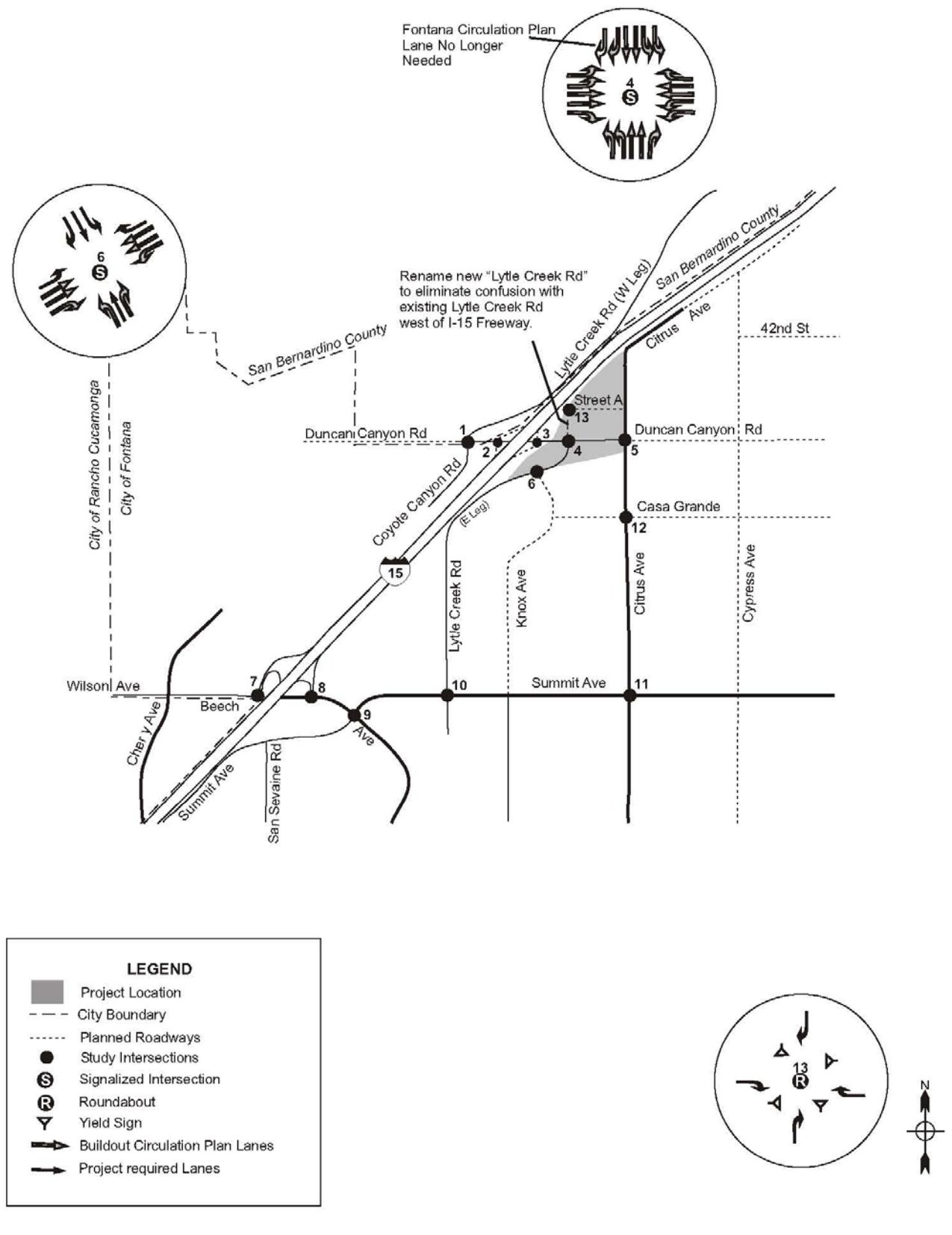


FIGURE 4.4-8
RECOMMENDED INTERSECTION GEOMETRICS

During the PM peak hour, the northbound leg would have 216 vehicles, with 81 vehicles per hour within the roundabout. These volumes suggest vehicles can be easily accommodated with minimal delay or queuing. The other approaches would carry minimal volumes. The roundabout would be constructed per FHWA standards and is expected to serve as a traffic calming device for the driveways and roadways at this location.

Traffic volumes on internal streets are anticipated to be low, since the site is configured as independent planning areas. Thus, stop sign controls on minor streets would provide adequate traffic control. Figure 4.4-9, *Internal Traffic Controls*, shows the internal circulation and proposed location of traffic controls.

Future developments would be subject to plan check review to ensure that sight distance, driveway locations, street intersection design, and signal warrants meet the City's traffic safety design criteria.

Parking

The City does not allow specific plans to revise off-street parking requirements for new developments. Thus, the proposed project would be required to provide off-street parking spaces as part of individual developments, based on the City's parking requirements for multi-family development, retail commercial, restaurant, hotel, office and research and development uses.

Multi-family units are required to provide from 1.5 to 2.5 parking spaces per unit, depending on the number of bedrooms, with one space in an enclosed garage, plus one guest parking space per three units. The proposed 842 condominium units would require as many as 2,386 parking spaces if all units are designed to have three or more bedrooms. In addition, the parking of recreational vehicles would be regulated by CC&Rs that would be developed for each village and planning area.

Commercial retail and office uses are required under City Code to provide parking according to the specific land use. Office uses are generally required to provide one space per 200 to 250 square feet of building floor area. Parking requirements for commercial retail uses are highly variable and depend on the proposed land use or occupancy. Parking provision for each development and planning area would be verified as part of the plan check process.

Because the developments within the Specific Plan would be required to adhere to the City's parking requirements, no inadequacy in parking is expected to occur from the proposed project.

Access

Regional access to the project site would be provided through the proposed Duncan Canyon Road interchange at the I-15 Freeway. Local access would be provided by planned roads near and within the project site, including Citrus Avenue, Duncan Canyon Road, and Lytle Creek Road.

Access for individual lots will be provided on the site through local streets and cul-de-sacs. At least two access points are provided for each village or planning area. No conflict with through traffic on the abutting roadways is expected with the proposed project. No significant adverse impacts are expected.

Public Transit

The proposed residential and commercial land uses on the site could generate a demand for bus transit. However, no bus routes run near the site. The project site is approximately 2.5 miles from Omnitrans Routes 22 and 67.

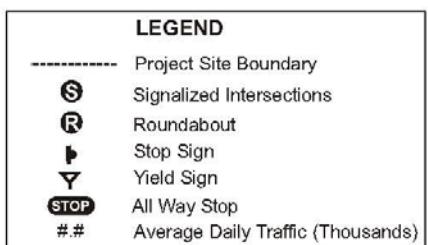
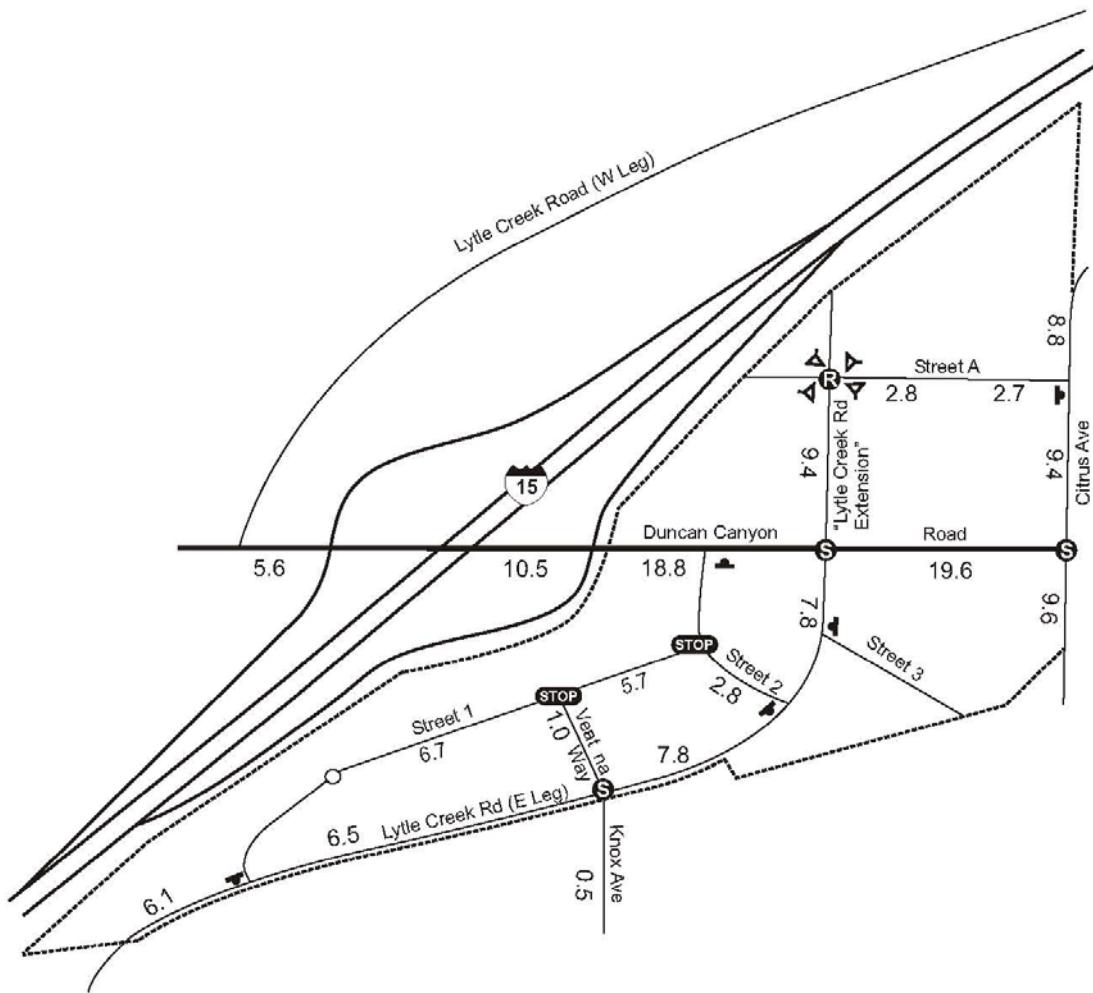


FIGURE 4.4-9
INTERNAL TRAFFIC CONTROLS

Based on Omnitrans standards, new service to an area is considered when the distance from an existing route is more than $\frac{1}{2}$ mile; when the business districts have more than 500 workers, when retail centers have more than 400,000 square feet of leasable space and when data shows a potential demand of 25 passengers or more per hour. The proposed project meets three of the four criteria (more than $\frac{1}{2}$ mile from an existing route, more than 500 workers, and more than 400,000 square feet of leasable space). Thus, new service could likely be provided to serve the site, when more than 25 passengers per hour could be expected.

Given the lack of existing bus routes within $\frac{1}{2}$ mile of the site, it is likely that demand for bus transit would be limited, as based on Omnitrans guidelines. The provision of pedestrian pathways within the project site and to the nearest bus stops and routes would encourage walking to bus stops. Pedestrian accessibility to bus stops can be provided through the provision of cut outs, pads, transit shelters and paths of travel to the bus stops. These could encourage use of bus transit services in the area, if and when available.

Public transit is funded by State funds, and availability of funding could also limit future service expansion to the project area. Omnitrans has indicated that bus service to an area may not be available, even when the new service standards are met, due to the lack of funding. Thus, it may take some time before Omnitrans can expand existing routes to serve the areas where there is a demand for transit service.

The proposed project would not conflict with adopted policies, plans, or programs supporting public transportation, nor would it preclude the use of bus transit. Impacts would not be significant.

Alternative Transportation

Future residents and employees of the *Ventana at Duncan Canyon Specific Plan* site may use the Metrolink commuter trains to get to and from work and home. However, due to the distance of the nearest Metrolink Station to the site, residents and employees are still likely to utilize private vehicles to go to and from the station and the project site. No significant adverse increase in train traffic on the Metrolink tracks is anticipated to occur with the proposed project.

There are no airports or airstrips near the project site and aircraft traffic patterns would not be affected by the proposed project. The residents and employees at the site may utilize the Rialto Municipal Airport and Ontario International Airport. This demand is not expected to be significant since the proposed residential and commercial uses are not expected to be highly dependent on air travel for the transportation of people and goods. No major change in air traffic levels or patterns would occur with the project. No conflict with existing policies regarding alternative transportation would occur.

Circulation Master Plan Amendment

The project proposes an amendment to the City's Circulation Master Plan (within the Circulation Element of the Fontana General Plan) by reclassifying the segment of Duncan Canyon Road from Lytle Creek Road to Citrus Avenue as a Major Highway. This reclassification would lead to the improvement of Duncan Canyon Road through the site (from the I-15 Freeway to Citrus Avenue) as a consistent six-lane roadway. This would avoid the change in lane configuration at the site and facilitate traffic flow through the Duncan Canyon Road/Lytle Creek Road intersection. Thus, beneficial impacts on traffic would occur with this change.

The segment of Citrus Avenue north of Duncan Canyon Road would also be designated as a Primary Highway. This segment is currently not classified. This change would lead to the improvement of Citrus Avenue with a consistent cross section of two lanes in each direction along the site boundaries. This would improve the vehicle capacity of the roadway; facilitate traffic flow through the Duncan Canyon Road/Citrus Avenue intersection; and afford beneficial impacts on traffic circulation in the area.

The proposed amendment would also set the alignment for Lytle Creek Road from the southwestern corner, as it runs through the site. The proposed alignment moves Lytle Creek Road east of its current alignment to provide separation distance from the proposed freeway off-ramp at Duncan Canyon Road. Thus, the proposed alignment would eliminate traffic congestion associated with the location of a major roadway intersection close to a freeway off-ramp.

The proposed Circulation Master Plan amendment would also include the redesignation of the segment of Lytle Creek Road north of Duncan Canyon Road, from a Secondary Highway to a Modified Collector. In addition, a new east-west Modified Collector would be added into the Circulation Master Plan, and would run from Lytle Creek Road to Citrus Avenue. The 660-foot long roadway segment of Lytle Creek Road would no longer serve as a major roadway for the project area. Instead, the redesignation allow for the construction of a narrower street, with four lanes and a right-of-way of 68 feet, rather than a six-lane roadway with a right-of-way of 92 feet. With the proposed development of residential villages at the northeastern section of the site, a six-lane roadway is no longer necessary. In addition, the narrower roadway would discourage the use of this road by pass-through traffic, thus, protecting the proposed residential areas from noise, pollutant emissions, and pedestrian/vehicle conflicts associated with higher traffic volumes and faster vehicle speeds.

Access to the areas located northeast of the site would continue to be available from Citrus Avenue and other streets connecting to Sierra Avenue. Thus, the proposed amendment to the Circulation Master Plan would not create a significant adverse impact on the City's circulation system for North Fontana and would be consistent with the goals and policies of the Fontana General Plan. No significant adverse impact is expected.

4.4.4 Standard Conditions and Mitigation Measures

Standard Conditions

The implementation of the following standard conditions would prevent adverse impacts on area roadways and intersections:

Standard Condition 4.4.1: The project shall pay development impact fees as set by the City to fund roadway maintenance and improvement projects in the area.

Standard Condition 4.4.2: Future developments would be subject to plan check review to ensure that the necessary access, parking, and roadway improvements are provided as part of individual developments, in accordance with the City's traffic safety design criteria.

Standard Condition 4.4.3: Future developments on the site shall be accompanied by the construction of internal and perimeter roadways, in accordance with the City's Circulation Master Plan

and City roadway standards, including the City's standard intersection configuration for southbound traffic at the Lytle Creek Road/Duncan Canyon Road intersection.

Mitigation Measures

The implementation of the following mitigation measure would reduce adverse traffic impacts at the future Lytle Creek Road/Knox Avenue intersection:

Mitigation Measure 4.4.1: At the future intersection of Knox Avenue and Lytle Creek Road, a new northbound through lane shall be provided on Knox Avenue to connect with Ventana Way, along with a northbound left-turn lane on Lytle Creek Road, turning into Ventana Way, and a southbound right turn lane on Lytle Creek Road turning into Ventana Way.

4.4.5 Unavoidable Significant Adverse Impacts

Future development under the proposed *Ventana at Duncan Canyon Specific Plan* would generate new vehicle trips that would utilize the surrounding street system. These vehicle trips would add to existing and future traffic volumes and could result in increases in vehicle delays at area intersections. Implementation of the standard conditions and mitigation measure would mitigate significant adverse impacts on traffic and circulation. No unavoidable significant adverse impacts are expected after mitigation.

SECTION 4.5: AIR QUALITY

4.5 AIR QUALITY

An Air Quality Analysis, dated June 2006, has been prepared by Giroux and Associates to characterize air quality in the project area and to determine the project's potential impacts to air quality. The findings of the analysis are summarized below, and the complete Air Quality Analysis is provided in Appendix D of this EIR.

4.5.1 Environmental Setting

Climate

The climate of western San Bernardino County, as with all of Southern California, is governed largely by the strength and location of the semi-permanent high pressure center over the Pacific Ocean and the moderating effects of the nearby vast oceanic heat reservoir. Local climatic conditions in Fontana are characterized by very warm summers, mild winters, infrequent rainfall, moderate daytime on-shore breezes, and comfortable humidities.

Fontana is located in an area where the pollutants generated in the coastal portions of the Los Angeles basin undergo photochemical reactions as they move inland across the basin during the daily sea breeze cycle. The resulting smog at times gives the eastern areas, including the western section of San Bernardino County, some of the worst air quality in all of California. Fortunately, significant air quality improvements in the last decade suggest that healthful air quality may someday be attained, despite the limited regional meteorological dispersion potential in the basin.

Winds across the project area display a very unidirectional onshore flow from the southwest-west that is strongest in summer, with a weaker offshore return flow from the northeast that is strongest on winter nights when the land is colder than the ocean. The onshore winds during the day average six to ten miles per hour (mph), while the offshore flow is often calm or drifts slowly westward at one to three mph.

During the daytime, locally generated air emissions in the City of Fontana are readily transported northeast toward the Cajon Pass without generating any localized air quality impacts. The nocturnal drainage winds which move slowly across the project area have some potential for localized stagnation; but fortunately, these winds have their origin in the adjacent mountains where background pollution levels are low and any localized contributions do not create any unhealthful impacts.

One other important local wind pattern within the project area occurs when the high pressure over the Great Basin creates funneled, gusty down-canyon flows. The air moving downslope is warmed by a process called "adiabatic compression." Because the air was already dry at the top of the mountains, it becomes very dry when it reaches the bottoms of local canyons. Such "Santa Ana" downslope winds can create dust storms, promote wildfires, blow over trucks and campers on the I-15 Freeway, and can cause adverse physiological reactions in some people. San Bernardino County identifies the area north of Highland Avenue/SR-210 to be in a potential wind hazard zone. The project site is located within this wind hazard zone.

Air Quality Regulations

To gauge the significance of the air quality impacts of future development under the proposed Specific Plan, project-generated emissions, together with existing background air quality levels, must be compared

to the applicable ambient air quality standards. These standards are the levels of air quality pollutants that are considered safe, with an adequate margin of safety, to protect the public health and welfare. The standards are designed to protect those people most susceptible to further respiratory distress such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and persons engaged in strenuous work or exercise, called "sensitive receptors." Healthy adults can tolerate occasional exposure to air pollutant concentrations considerably above these minimum standards before adverse effects are observed. Recent research has shown, however, that chronic exposure to ozone, even at the federal clean air standard level, can create unhealthful reactions through pulmonary distress.

National Ambient Air Quality Standards (AAQS) were originally established in 1971 for six pollutants, with states retaining the option to add other pollutants; require more stringent compliance; or to include different exposure periods. The current attainment deadline for particulate matter standards is 2006 and for ozone is 2010.

Because California had established AAQS several years before the federal action and because of unique air quality problems introduced by the restrictive dispersion meteorology, there is considerable difference between the state and national clean air standards. Those standards currently in effect in California are shown in Table 4.5-1, *Ambient Air Quality Standards*.

TABLE 4.5-1
AMBIENT AIR QUALITY STANDARDS

Pollutant	Averaging Time	California Standards		Federal Standards		
		Concentration	Method	Primary	Secondary	Method
Ozone (O ₂)	1 Hour	0.09 ppm (180 µg/m ³)	Ultraviolet Photometry	0.12 ppm (235 µg/m ³)	Same as Primary standard	Ethylene Chemiluminescence
	8 Hour	-		0.08 ppm (157 µg/m ³)		
Respirable Particulate Matter (PM ₁₀)	Annual Geometric Mean	20 µg/m ³	Size Selective Inlet Sampler ARB Method P (8/22/85)	-	Same as Primary standard	Inertial Separation and Gravimetric Analysis
	24 Hour	50 µg/m ³		150 µg/m ³		
	Annual Arithmetic Mean	-		50 µg/m ³		
Fine Particulate Matter (PM _{2.5})	24 Hour	-		65 µg/m ³	Same as Primary standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m ³		15 µg/m ³		
Carbon Monoxide (CO)	8 Hour	9.0 ppm (10 mg/m ³)	Non-dispersive Infrared Photometry (NDIR)	9 ppm (10 mg/m ³)	None	Non-dispersive Infrared Photometry (NDIR)
	1 Hour	20 ppm (23 mg/m ³)		35 ppm (40 mg/m ³)		
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m ³)		-		
Nitrogen Dioxide (NO)	Annual Arithmetic Mean	-	Gas Phase Chemiluminescence	0.053 ppm (100 µg/m ³)	Same as Primary standard	Gas Phase Chemiluminescence
	1 Hour	0.25 ppm (470 µg/m ³)		-		
Lead	30 days average	1.5 µg/m ³	AIHL Method 54 (12/74) Atomic Absorption	-	-	High Volume Sampler and Atomic Absorption
	Calendar Quarter	-		1.5 µg/m ³	Same as Primary standard	
Sulfur Dioxide (SO ₂)	Annual Arithmetic Mean	-	Fluorescence	0.030 ppm (80 µg/m ³)	-	Pararosoaniline
	24 Hour	0.04 ppm (105 µg/m ³)		0.14 ppm (365 µg/m ³)		

TABLE 4.5-1
AMBIENT AIR QUALITY STANDARDS

Pollutant	Averaging Time	California Standards		Federal Standards			
		Concentration	Method	Primary	Secondary	Method	
	3 Hour	-		-	0.5 ppm (1300 $\mu\text{g}/\text{m}^3$)		
	1 Hour	0.25 ppm (665 $\mu\text{g}/\text{m}^3$)		-	-		
Visibility Reducing Particles	8 Hour (10 am to 6 pm, PST)	In sufficient amount to produce an extinction coefficient of 0.23 per kilometer-visibility of ten miles of more (0.07 - 30 miles or more for Lake Tahoe) due to particles when the relative humidity is less than 70 percent. Method: ARB Method V (8/18.89).			No Federal Standards		
Sulfates	24 Hour	25 $\mu\text{g}/\text{m}^3$	Turbidimetric Barium Sulfate - AIHL Method 61 (2/76)				
Hydrogen Sulfide	1 Hour	0.03 ppm (42 $\mu\text{g}/\text{m}^3$)	Cadmium Hydroxide STRactan				

ppm – parts per million

 $\mu\text{g}/\text{m}^3$ – micrograms per cubic meter

Source: SCAQMD

The federal Clean Air Act Amendments (CAAA) of 1990 required that the U.S. Environmental Protection Agency (EPA) review all national AAQS in light of all current health data. EPA was charged with modifying existing standards or promulgating new ones where appropriate. EPA subsequently developed standards for chronic ozone exposure (8+ hours per day) and for very small diameter particulate matter (called "PM_{2.5}"). New national AAQS were adopted on July 17, 1997.

Planning and enforcement of the new federal standards for PM_{2.5} and for ozone (8-hour) were challenged by trucking and manufacturing organizations. The U.S. Supreme Court ruled that EPA did not require specific congressional authorization to adopt national clean air standards. The Court did find, however, that there was some inconsistency between existing and "new" standards in their respective attainment schedules. The attainment planning schedule inconsistencies centered mainly on the 8-hour ozone standard. In April 2004, the EPA downgraded the attainment designation for a large number of communities to "non-attainment" for the 8-hour ozone standard. Because the South Coast Air Basin is far from attaining the 1-hour federal standard, the 8-hour ozone non-attainment designation will not substantially alter the attainment planning process. Because the basin is far from attainment, the compliance deadline for the 8-hour ozone standard has been extended to 2021. A new state standard for an 8-hour ozone exposure was adopted in April 2005, which mirrors the federal standard. The California 8-hour ozone standard of 0.07 ppm is more stringent than the federal 8-hour standard of 0.08 ppm.

In light of the data showing adverse respiratory health effects in sensitive individuals to PM_{2.5} exposures at less than the federal standard, California environmental agencies proposed adoption of a State PM_{2.5} standard. The State PM_{2.5} standards were adopted by the California Air Resources Board in June 2002. The State standard became enforceable in 2003 when it was incorporated into the California Health and Safety Code. The State PM_{2.5} standard is more of a goal in that it does not have specific attainment planning requirements like a federal clean air standard, but only requires continued progress towards attainment.

Existing Air Quality

The City of Fontana is located within the South Coast Air Basin, where existing levels of ambient air quality and historical trends are documented from measurements made at the monitoring stations in the cities of Fontana and San Bernardino. The South Coast Air Quality Management District (SCAQMD) operates air monitoring stations in the Central San Bernardino Valley (Station No. 34 in the cities of Fontana and San Bernardino) that monitor carbon monoxide (CO), ozone (O₃), particulate matter (PM₁₀), nitrogen dioxide (NO₂), and other air pollutant levels. Table 4.5-2, *Air Quality Monitoring Data*, summarizes the published monitoring data from the SCAQMD monitoring stations near the site from 1999 to 2004.

TABLE 4.5-2
AIR QUALITY MONITORING DATA

Pollutant/Standard	Days Standards Were Exceeded and Maximum Observed Levels				
	2000	2001	2002	2003	2004
Ozone¹					
1-Hour > 0.09 ppm (S)	36	44	37	65	48
1-Hour > 0.12 ppm (F)	7	13	8	26	7
8-Hour > 0.08 ppm (F)	16	31	22	48	28
Max 1-Hour Conc. (ppm)	0.17	0.16	0.16	0.18	0.15
Carbon Monoxide²					
1-Hour > 20. ppm (S)	0	0	0	0	0
8-Hour > 9. ppm (S,F)	0	0	0	0	0
Max 1-Hour Conc. (ppm)	4.8	4	4.5	5.1	4.0
Max 8-Hour Conc. (ppm)	4.1	3.3	3.2	4.6	3.3
Nitrogen Dioxide¹					
1-Hour > 0.25 ppm (S)	0	0	0	0	0
Max. 1-Hr. Conc. (ppm)	0.12	0.13	0.12	0.12	0.06
Sulfur Dioxide¹					
1-Hour ≥ 0.25 µg/m ³ (S)	0	0	0	0	0
24-Hour ≥ 0.05 µg/m ³ (S)	0	0	0	0	0
Max. 1-Hr. Conc. (ppm)	0.02	0.01	0.01	0.01	0.01
Particulate Lead²					
1-Month ≥ 1.5. µg/m ³ (S)	0/12	0/12	0/12	0/12	0/12
Max. 1-Month Conc. (µg/m ³)	0.06	0.05	0.03	0.14	0.02
Particulate Sulfate¹					
24-Hour ≥ 25. µg/m ³ (S)	0/57	0/60	0/60	0/60	0/60
Max. 24-Hr. Conc. (µg/m ³)	10.7	10.7	13.5	11.9	10.8
Inhalable Particulates (PM₁₀)¹					
24-Hour > 50 µg/m ³ (S)	31/60	32/60	32/60	27/50	29/61
24-Hour > 150 µg/m ³ (F)	0/60	0/60	0/59	0/50	0/61
Max. 24-Hr. Conc. (µg/m ³)	108	102	102	101	106
Ultra-Fine Particulates (PM_{2.5})¹					
24-Hour > 65 (µg/m ³) (F)	2/111	4/114	1/118	1/111	1/104
Max. 24-Hour Conc. (µg/m ³)	73	75	67	98	71

1=Fontana Station No. 5197

2=Downtown San Bernardino Station No. 5203

(S)=State standard

(F)=Federal standard

- = No data

Source: SCAQMD, 2000-2004

Ozone, the primary ingredient in photochemical smog, is obviously the biggest pollution problem in the project area. About 4 percent of all days of the year experience a violation of the national hourly ozone

standard. The severity and frequency of violations is expected to continue to slowly decline during the current decade.

In addition to gaseous air pollution concerns, western San Bernardino County experiences frequent violations of standards for 10-micron diameter respirable particulate matter (PM₁₀). High dust levels occur during Santa Ana wind conditions, as well as from the trapped accumulation of soot, roadway dust, and byproducts of atmospheric chemical reactions during warm season days with poor visibility. Almost 52 percent of all days in the last five years experienced a violation of the State PM₁₀ standard.

A substantial fraction of PM₁₀ is comprised of ultra-small diameter particulates capable of being inhaled into deep lung tissue (PM_{2.5}). Peak annual PM_{2.5} levels are almost as high as PM₁₀, which includes PM_{2.5} as a sub-set. Both the frequency of violations of particulate standards, as well as high percentage PM_{2.5}, are air quality concerns in the project area.

Concentrations of more localized pollutants, such as carbon monoxide and nitrogen oxides, are very low near the project site. Background levels, even in downtown San Bernardino, never exceed allowable levels. There is substantial excess dispersive capacity to accommodate localized vehicular air pollutants such as NO_x or CO without any threat of violating applicable AAQS.

Airsheds where ambient air quality standards are exceeded are called "non-attainment" areas. If standards are met, they are designated as "attainment" areas. If there is inadequate or inconclusive data to make a definitive attainment designation, they are considered "unclassified." Federal "non-attainment" areas are considered extreme, serious or moderate as a function of deviation from the national standards. The current attainment designations for the Fontana area are as follows:

Pollutant	Avg. Time	State	Federal
Ozone	1-hour	Non-attainment	Extreme non-attainment
CO	8-hour	Attainment	Serious non-attainment
NO ₂	1-hour + Annual	Attainment	Attainment
PM ₁₀	Annual	Non-attainment	Serious non-attainment
All other	-	Attainment or unclassified	Attainment or unclassified

The project site is largely undeveloped and contributes to fugitive dust and PM₁₀ levels during periods of high winds. The existing residence generates some vehicle trips and associated pollutant emissions, and utilizes power and natural gas, which generate stationary emissions.

Threshold of Significance

According to Appendix G of the CEQA Guidelines, a project could have a significant adverse impact on air quality, if its implementation results in any of the following:

- ◆ Conflicts with or obstructs implementation of the applicable air quality plan;
- ◆ Violates any air quality standard or contribute substantially to an existing or projected air quality violation;
- ◆ Results in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors);
- ◆ Exposes sensitive receptors to substantial pollutant concentrations; or

- ◆ Creates objectionable odors affecting a substantial number of people.

The SCAQMD has established thresholds of significance for various pollutants. These are:

Pollutant	Construction	Operations
ROG	75	55
NOx	100	55
CO	550	550
PM ₁₀	150	150
SOx	150	150

Projects that exceed these thresholds are considered to have a significant adverse impact on air quality.

Indicators are also listed in the SCAQMD CEQA Air Quality Handbook that should be used as screening criteria to evaluate the need for further analysis with respect to air quality. Whenever possible, the project should be evaluated in a quantitative analysis; otherwise a qualitative analysis is appropriate. These indicators are as follows:

- ◆ Project could interfere with the attainment of the federal or state ambient air quality standards by either violating or contributing to an existing or projected air quality violation.
- ◆ Project could result in population increases within the regional statistical area which would be in excess of that projected in the AQMP.
- ◆ Project could generate vehicle trips that cause a CO hot spot.
- ◆ Project might have the potential to create or be subjected to objectionable odors.
- ◆ Project could result in an accidental release of toxic, hazardous or odorous air contaminants, including air contaminants in small diameter particulate matter fraction of diesel exhaust

4.5.2 Environmental Impacts

Future development under the proposed *Ventana at Duncan Canyon Specific Plan* would generate short-term and long-term pollutant emissions, which could contribute to the degradation of local and regional air quality.

Climate

Future development under the proposed Specific Plan is not expected to change the climate in the area or the region. The structures that would be built on the site would comply with the Specific Plan guidelines and the City's maximum intensity/density and building height standards. The maximum allowable building height is 65 feet, with the tower/campanile at 90 feet. The buildings would be constructed as freestanding structures on individual planning areas and would not be large enough to alter climate and wind patterns in the area. While buildings and parking areas would change the immediate on-site temperature due to convection heat, this change would not be high enough to affect local temperatures. No significant adverse impacts on climate would occur with the proposed project.

Future Air Quality

The project would generate construction emissions, vehicle emissions, emissions from power and gas consumption, and on-site stationary emissions.

Construction Emissions

Dust is the primary concern during construction of new buildings. Dust includes small inhalable particulate matter, as well as larger diameter particles that rapidly settle out on any surface adjacent to the source. Because such emissions are not amenable to collection and discharge through a controlled source, they are called "fugitive" emissions.

Dust (PM_{10}) emission rates vary as a function of many parameters (soil silt, soil moisture, wind speed, area disturbed, number of vehicles, depth of disturbance or excavation). The SCAQMD estimates daily PM_{10} emissions during construction to be 26.4 pounds per day per acre disturbed when "standard" dust control procedures required by SCAQMD Rule 403 are used. Upgraded dust control procedures will reduce the average daily PM_{10} emission rate to as low as around 10 pounds per day when a highly aggressive control program is implemented.

Use of "standard" daily PM_{10} emission factors allows for the simultaneous disturbance of around 5.7 acres to generate a potentially significant emission level of 150 pounds per day determined to be potentially significant in the SCAQMD Handbook. If strongly enhanced dust control procedures are implemented, around 15 acres of the project site could be under simultaneous disturbance, while maintaining less-than-significant daily PM_{10} emissions.

The proposed project site occupies approximately 103.31 acres of largely undeveloped land but it is highly unlikely that the entire site would be under simultaneous disturbance in any one day. The California Air Resources Board (CARB) emissions computer model URBEMIS2002 shows that the average daily disturbance "footprint" for the proposed uses will be 19 acres. PM_{10} emissions are estimated at 502 pounds per day with the application of "standard" dust control, and 190 pounds per day with the application of enhanced dust control measures. This would exceed SCAQMD thresholds and is considered a significant impact.

Impact 4.5.1: Grading and soil disturbance activities associated with the proposed project would exceed SCAQMD thresholds for PM_{10} .

Reducing PM_{10} emissions to less than significant levels during grading activities would require a combination of a reduced daily grading area, plus use of best available control measures (BACMs). BACMs capable of achieving a 10-pound per day per acre emission rate are provided as mitigation measures below. If the disturbance area can be limited to less than 15 acres per day, PM_{10} emission could be maintained at less-than-significant levels. As shown, most planning areas are less than 15 acres, except for Planning Area 5 with 16.84 acres. Thus, implementation of dust control measures would reduce PM_{10} emissions.

The most adverse effect comes from exposure to ultra-small diameter particulate matter comprised of chemically reactive pollutants such as sulfates, nitrates or organic material. However, limited $PM_{2.5}$ is generated by construction activity. Soil dust is also more chemically benign than typical urban atmospheric $PM_{2.5}$. Thus, limited amounts of $PM_{2.5}$ are expected from construction activities, and less than significant impacts are expected.

In addition to fine particles that remain suspended in the atmosphere semi-indefinitely, construction activities generate larger particles with shorter atmospheric residence times. This dust is comprised mainly of large diameter inert silicates that are chemically non-reactive and can be readily filtered out by human breathing passages. These fugitive dust particles create a potential soiling nuisance as they settle

out on parked cars, outdoor furniture, or landscape foliage, rather than create an adverse health hazard. Since the site is largely vacant and the nearest homes are more than a half mile away, only the existing residence would be exposed to fugitive dust during construction activities near this residence.

The project site is within a wind hazard overlay. Frequent strong winds during Santa Ana conditions can make dust control difficult. Dust clouds from freshly graded surfaces can seriously reduce driving visibility on I-15 Freeway. High winds can also carry sand crystals for long distances. Blowing sand can scratch painted surfaces, create hazy windows, and shred young vegetation. From both a safety and nuisance perspective, enhanced dust control must be used on possible source areas. Extra water, chemical stabilizers, and sand fences are elements of a high-wind dust control program that must be incorporated into project construction planning.

Exhaust emissions would result from on- and off-site heavy equipment during grading. Emissions would also be generated during finish construction, especially during the application of paints or other coatings. The types and numbers of equipment would vary among contractors such that such emissions cannot be quantified with certainty. During construction, the following equipment fleet has been assumed to be utilized, as a basis for estimating maximum daily equipment exhaust emissions:

<u>Clearing and Grading</u>	<u>Construction and Paving</u>
2 Dozers	3 Tractors/Backhoes
2 Tractor/Loaders/Backhoes	1 Forklift
2 Graders	1 Off Highway Tractor
8 Scrapers	1 Crane
2 Off Highway Tractors	

The CARB's URBEMIS2002 computer model was used to estimate daily emissions during grading and finish construction. The maximum daily emissions are provided in Table 4.5-3, *Construction Activity Emissions*.

TABLE 4.5-3
CONSTRUCTION ACTIVITY EMISSIONS (lbs/day)

	ROG	NOx	CO	SO ₂	PM ₁₀	PM ₁₀ Exhaust	PM ₁₀ Dust
Clearing and Grading	45.3	317.4	377.3	0.0	204.2	14.2	190.0
<u>Roadways and Infrastructure</u>	<u>17.2</u>	<u>180.7</u>	<u>81.2</u>	<u>29.9</u>	<u>9.0</u>	<u>=</u>	<u>=</u>
Construction and Paving	66.5	43.7	115.0	0.0	2.7	1.8	1.1
SCAQMD Threshold	75.0	100.0	550.0	150.0	150.0		

Source: Air Quality Analysis, 2006

As shown, NOx and PM₁₀ emissions would exceed SCAQMD thresholds during clearing and grading activities and roadway and infrastructure construction on-site. This is regarded as a significant impact.

Impact 4.5.2: Construction activities associated with the proposed project would exceed SCAQMD thresholds for air pollutants.

NOx emissions would exceed the SCAQMD significance threshold. Mitigation in the form of regular equipment tune-ups and limits in equipment idling can reduce NOx emissions by about 10 percent, but cannot reduce NOx grading emissions to below threshold standards. Greater levels of NOx reduction can

be achieved by diesel equipment fitted with ultra-low NOx engines. NOx emissions can be reduced by 45 percent if a large portion of the equipment fleet were comprised of ARB-certified "Tier 3" engines. Even if all heavy equipment were Tier 3 certified, it would still not be possible to maintain NOx emissions at less than 100 pounds per day. NOx emissions will be significant, but temporary.

PM₁₀ emissions would also exceed thresholds. As discussed above, best available control measures (BACMs) for dust control would have to be implemented to reduce fugitive dust emissions during grading activities. Depending on project phasing, during prevailing daytime airflow from the southwest to west, there may be residential dust-sensitive receptors downwind of the construction sites. Therefore, enhanced dust control measures will be needed to mitigate possible PM-10 emissions impacts on adjacent receptors.

Construction equipment exhaust contains carcinogenic compounds within the diesel exhaust particulates. The toxicity of diesel exhaust is evaluated relative to a 24-hour per day, 365 days per year, 70-year lifetime exposure. Public exposure to heavy equipment operating in the distance represents an extremely small fraction of the above dosage assumption. Diesel equipment is also becoming progressively "cleaner" in response to air quality rules on new off-road equipment. Diesel exhaust emissions from up to (16) pieces of heavy equipment operating on-site will be dwarfed by diesel exhaust from almost 10,000 diesel trucks passing the site each day on the I-15 Freeway. Any public health risk associated with project-related heavy equipment operations exhaust is not quantifiable. However, because of the cumulative impact from elevated ambient levels and equipment exhaust emissions associated with this project, use of reasonably available control measures to reduce equipment-related ambient diesel particulate matter (DPM) levels throughout the SCAB from project construction equipment is recommended.

Construction emissions occur mainly near to the surface disturbance area. There may, however, be some "spill-over" into the surrounding community. That spill-over may be physical as vehicles drop or carry out dirt or silt is washed into public streets. Passing non-project vehicles then pulverize the dirt to create off-site dust impacts. "Spillover" may also occur via congestion effects. Construction may entail roadway encroachment, detours, lane closures and competition between construction vehicles (trucks and contractor employee commuting) and ambient traffic for available roadway capacity. Emissions controls require good housekeeping procedures and a construction traffic management plan that will maintain such "spill-over" effects at a less-than-significant level.

Vehicle Emissions

By far, the greatest project-related air quality concern centers on the projected new vehicle trips that would be generated by future developments on the site. Mobile source emissions associated with project area growth were calculated using the California Air Resources Board URBEMIS 2002 computer model for the year 2010. Although buildout is not expected until 2013, cleaner vehicles at that time would reduce pollutant emissions from the project and the 2010 estimates provide a worst case scenario. Results of this analysis are shown in Table 4.5-4, *Project-Related Operational Emissions*.

TABLE 4.5-4
PROJECT-RELATED OPERATIONAL EMISSIONS (LB/DAY)

Year 2010	ROG	NOx	CO	PM ₁₀	SOx
Area Source Emissions (Consumer Products & Energy Consumption)	64.3	11.8	11.9	0.0	0.0

TABLE 4.5-4
PROJECT-RELATED OPERATIONAL EMISSIONS (LB/DAY)

Year 2010	ROG	NOx	CO	PM ₁₀	SOx
Operational Emissions (On-Road Traffic)	130.0	148.2	1591.3	185.0	1.2
TOTAL	194.3	160.0	1,603.2	185.0	1.2
SCAQMD Significance Thresholds	55	55	550	150	150
Exceeds Threshold (?)	Yes	Yes	Yes	Yes	No
% of Threshold	353	291	291	123	<1

These emission estimates assume a higher number of vehicle trips, with only a 5% reduction due to internal capture, rather than the 20-25% assumed by the traffic analysis.

Source: Air Quality Analysis, 2006

As shown, the mobile source emissions from the project would create potentially significant air quality impacts. Project-related emission levels for the two ozone precursor pollutants (ROG and NOx) would exceed the threshold and would represent 353 and 291 percent of ROG and NOx thresholds, respectively. Carbon monoxide (CO) emissions would exceed the significance threshold and would represent 291 percent and PM₁₀ would exceed the threshold would represent 123 percent of SCAQMD thresholds. No reasonable level of mitigation could reduce such "excessive" levels to less than significant levels, outside of a major scale back of the project size.

Impact 4.5.3: Vehicle emissions associated with the proposed project would exceed SCAQMD thresholds for air pollutants.

Intensification of land uses in the developed areas of the South Coast Air Basin impacts ambient air quality in two ways. As cars drive throughout San Bernardino County, the small incremental contribution to the basin air pollution burden from any single vehicle is added to that from several million other vehicles. The number and types of vehicles, their operating and maintenance characteristics, and especially their travel speed determine the overall basin-wide mobile source contribution.

The impact from the proposed *Ventana at Duncan Canyon Specific Plan*, even if it generates a substantial number of new vehicle trips, is, however, very small on a regional scale. Vehicles themselves disperse their emissions over a wide geographic area. There is also a time delay from when pollutants are emitted and when they are converted into their most unhealthful form. Air quality impacts from "indirect" (mobile source-intensive) sources are thus immeasurably small on an individual project basis. Basin-wide air quality impacts of general growth are therefore addressed mainly in terms of project compatibility with regional air quality plans.

While the project represents a significant regional emissions contributor, it does not generate emissions that have not been adequately anticipated in the regional air quality plan. The project's level of development for Fontana has been anticipated in the Regional Comprehensive Plan, which predicted a substantial growth of people, households, and jobs in the City of Fontana between 2005 and 2010. The project will add 842 residential condominium units to Fontana housing. This represents approximately 14% of the total forecasted growth between 2005 and 2010 for Fontana. Additionally, the project adds 211,570 square feet of retail space, and 362,930 square feet of office use. Job creation from commercial and office uses is estimated to add 2,023 employees upon project implementation. This would account for approximately 22 percent of forecast employment growth between 2005 and 2015.

The project is likely to add to improved air quality in the region by providing commercial, retail, and recreational and entertainment facilities close to on-site residential users, as well as reducing the length of home-to-work trips. The convenience of the commercial uses proposed on the site is expected to reduce traffic by more than four percent through internal trips from one land use to another within the site itself. Although the mobile source emissions will have a regionally significant and non-mitigable air quality impact, the air quality benefits of a positive jobs-retail/commercial-housing balance contribution would reduce the regional vehicle miles traveled.

Stationary Emissions

In addition to mobile sources, this project causes smaller amounts of air pollution to be generated from on-site energy consumption (natural gas combustion) and from other “area source” emissions. Secondary air quality impacts will occur from the project due to energy consumption in power plants or on-site heaters, stoves, and water heaters. Urban developments also create miscellaneous emissions from a variety of sources such as cleaning products, landscaping equipment, or fireplaces, and contribute to off-site emissions. Except for more readily quantifiable energy consumption (stationary sources), many of these small, miscellaneous sources are typically not quantified on a single project basis. These small sources, however, are non-negligible when the individual contributions are summed over millions of Southern California residences. They further attest that the overall anticipated growth and development in the region is a substantial impediment to the attainment of regional clean air standards.

Use of electricity and natural gas would create direct combustion emissions and indirect emissions by generation plants off-site. Use of equipment, appliances, and other activities within the proposed commercial areas also has the potential to generate stationary emissions. These emissions would largely depend on the type and size of equipment, the technology and the length of use. Area source emissions for 2010 by themselves will exceed the ROG significance threshold by 15 percent, as estimated in Table 4.5-4 above.

The area source emissions calculations do not take into account the on-going programs to reduce the emissions from reformulation of cleaning products, hairspray, deodorants, insecticides, herbicides, charcoal starters, spray paint, and other sources that have occurred in the last decade and will continue into the future. The actual “area source” emissions will be substantially lower than shown in Table 4.5-4 because the URBEMIS2002 computer model has not been updated to keep pace with the developments in area source reductions. Although non-mobile source emissions will be less than shown in the table because of computer model deficiencies, combined mobile and area source emissions will nevertheless be far in excess of adopted significance thresholds.

Paving of the project site for roadways, parking areas, pathways, and structures would lead to the reduction on fugitive dust emissions. Thus, fugitive dust and PM₁₀ generation from the site during high winds would be reduced.

Micro-Scale CO Impact Analysis

Micro-scale air quality impacts have traditionally been analyzed for projects located in air basins that were non-attainment for carbon monoxide (CO). However, the SCAQMD has demonstrated in the CO attainment redesignation request to EPA that there are no “hot spots” anywhere in the South Coast air basin, even at intersections with much higher volumes, much worst congestion, and much higher background CO levels than anywhere in the project area. If the worst-case intersections in the air basin

have no “hot spot” potential, any local impacts near the project site will be well below thresholds with an even larger margin of safety.

To verify this conclusion, a CO screening analysis was performed at the intersections surrounding the project site. One-hour CO concentrations were calculated on the sidewalks adjacent to three intersections. AM and PM peak one-hour levels (ppm above background) are summarized in Tables 4.5-5, *One-Hour CO Concentrations*.

TABLE 4.5-5
ONE-HOUR CO CONCENTRATIONS (PPM)

P.M. Peak Hour	Buildout with Project
Intersection	
Duncan Canyon Road/Lytle Creek Road	0.6
Lytle Creek Road/Knox Avenue	0.2
Duncan Canyon Road/Citrus Avenue	0.3
A.M. Peak Hour	
Intersection	
Duncan Canyon Road/Lytle Creek Road	0.9
Lytle Creek Road/Knox Avenue	0.3
Duncan Canyon Road/Citrus Avenue	0.5

Source: Air Quality Analysis, 2006

Existing peak one-hour local CO background levels in 2004 in the project vicinity were 4.0 ppm. Combined worst-case background (4.0 ppm) plus local (0.9 ppm) equate to one-hour CO levels of 4.9 ppm, which are below the one-hour standard of 20 ppm. Micro-scale impacts are not expected to be significant.

Air Quality Regulations

The 2000 Air Quality Management Plan (AQMP) for the South Coast Air Basin has been developed to address air pollution control in the air basin and to allow air quality in the basin to meet federal and state ambient air quality standards. The SCAQMD has developed regulations to control pollution sources in the region in accordance with the directives of the AQMP.

A new clean air plan has been approved locally (SCAQMD/SCAG) and at the state level (ARB). It has been forwarded to EPA to become the adopted SIP Revision. The plan continues most emissions reductions programs, but also points out that some emissions have been undercounted and incorrectly reported, and that additional control measures must be implemented if the federal attainment deadlines for clean air standards are to be met.

The proposed *Ventana at Duncan Canyon Specific Plan* (and the associated residential and commercial uses built under the Specific Plan) relates to the AQMP and/or State Implementation Plan (SIP) through the land use and growth assumptions used to forecast automotive air pollution emissions. The SCAB air quality plans are based on the designated land use for the project site, as contained in the Fontana General Plan. To the extent that the proposed development is consistent with the City’s General Plan, it is, by inference, also consistent with the AQMP. Such consistency implies that the project will not create any unanticipated regional air quality impacts because such impacts have already been incorporated within the framework of the regional air quality planning process. If, however, adoption of the proposed project allows for a greater intensity of development than currently anticipated, such growth inducement could create air quality planning inconsistency.

The development density proposed on the site is less than what would be allowed under the Regional Mixed Use land use designation set by Fontana General Plan. Thus, the land use designations proposed on the site would be consistent with what has been programmed into regional projections and the AQMP. In addition, the project will meet the demand for housing in the area and will provide goods, services, and jobs in proximity to housing. Thus, the proposed *Ventana at Duncan Canyon Specific Plan* would be considered compatible with AQMP objectives. Future development on the site would also be required to comply with applicable regulations of the SCAQMD regarding fugitive dust control, pollutant reductions, architectural coatings, toxic emissions, and other stationary equipment air pollutants. Thus, no conflict with the AQMP would occur.

Air Quality Planning Consistency

The AQMP contains a number of land use measures and goals that would benefit regional air quality. These include intensification of land uses near points of multiple transportation system access, mixed land uses to encourage non-vehicular mobility between homes, jobs and goods/services, and economic revitalization of depressed and blighted urban core areas. The proposed project clearly meets these objectives. The site is located adjacent to the I-15 Freeway and the project area is proposed for the development of a mixed use area consisting of residential, commercial and business park developments.

The City of Fontana promotes development that provides revenue for needed infrastructure, provides commercial uses to serve residential neighborhoods and the community as a whole, and provides employment opportunities to City residents. The proposed project would provide both housing and employment opportunities for the City's residents.

The AQMP encourages better jobs/housing balance as a means of reducing vehicle trips (VT) and vehicle miles traveled (VMT). The creation of job opportunities at the project site and the provision of goods and services to serve the residential uses within the project and adjacent to the site would result in a reduction in vehicle trips and vehicle miles traveled. This is consistent with air quality planning objectives and therefore is consistent with job and housing goals for the region. No significant adverse impacts are expected.

Sensitive Receptors

During the construction of the proposed developments on the site, planning areas that have been completed and occupied would be exposed to pollutant emissions from construction activities and stationary sources at adjacent planning areas.

Prior to the reuse of the existing residence, its residents would be exposed to construction and stationary emissions from proposed commercial uses that would be built in Planning Area 2. Similarly, residential villages that would be built earlier than nearby residential and commercial uses and would be exposed to pollutants from these adjacent uses.

Within each village, residences that are first built and occupied would be exposed to pollutant emissions during the construction or nearby residences. Impacts would be mitigated by compliance with the mitigation measures outlined below.

Proposed commercial retail and office uses are not expected to generate significant stationary emission that may impact residences and sensitive receptors. While specific equipment at these non-residential

developments are not yet known, it is unlikely that large industrial equipment and stationary sources at future commercial retail and office uses on the site would be used at commercial retail and office uses due to the size of development proposed within each planning area.

Objectionable Odors

The residential, commercial retail, and office developments proposed on the site would not involve the handling of large quantities of solid waste materials, chemicals, food products, or other materials that have the potential to create objectionable odors. Vehicle use of the internal or adjacent roads is not expected to involve or generate odorous emissions, although vehicle idling may generate carbon monoxide and NO_x fumes at local intersections. This impact is similar to vehicle exhaust generation along any other major roadway in the City or in the region and is not considered significant.

Restaurants and other uses that may generate odors during operation within the commercial areas would be required to implement odor control vents and other measures, in accordance with applicable SCAQMD regulations. Trash bins would be covered and maintained regularly in accordance with City standards. No objectionable odors are expected.

During construction, there may be localized instances when the characteristic diesel exhaust odor is noticeable from construction equipment and asphalt paving, but such transitory exposure is a brief nuisance and would not threaten regional air quality standards. Thus, adverse impact in terms of objectionable odors during construction would be less than significant.

4.5.4 Standard Conditions and Mitigation Measures

Standard Conditions

The proposed project would generate pollutant emissions associated with construction activities, vehicle trip generation, power and gas consumption, and stationary activities.

The SCAQMD has adopted a number of rules and regulations for the reduction of air pollution generation and the promotion of activities and products that result in reduced air pollutant generation. Future commercial and residential development on the site would need to comply with relevant SCAQMD regulations regarding fugitive dust control, toxic emissions, architectural coatings, and emissions from heavy equipment and industrial processes. The rules that may pertain to future development on the site include, but are not limited to the following:

Rule 401	Visible Emissions	Rule 442	Usage of Solvents
Rule 402	Nuisance	Rule 443.1	Labeling of Materials Containing Organic Solvents
Rule 403	Fugitive Dust	Rule 444	Open Burning
Rule 403.1	Wind Entrainment of Fugitive Dust	Rule 461	Gasoline Transfer and Dispensing
Rule 404	Particulate Matter - Concentration	Rule 462	Organic Liquid Loading
Rule 405	Solid Particulate Matter - Weight	Rule 463	Storage of Organic Liquids
Rule 407	Liquid and Gaseous Air Contaminants	Rule 466	Pumps and Compressors
Rule 408	Circumvention	Rule 466.1	Valves and Flanges
Rule 409	Combustion Contaminants	Rule 467	Pressure Relief Devices
Rule 429	Start-Up and Shutdown Exemption	Rule 468	Sulfur Recovery Units
	Provisions for Oxides of Nitrogen	Rule 469	Sulfuric Acid Units
Rule 430	Breakdown Provisions	Rule 470	Asphalt Air Blowing
Rule 431	Sulfur Content of Fuels	Rule 471	Asphalt or Coal Tar Equipment
Rule 432	Gasoline Specifications		

Rule 472	Reduction of Animal Matter	Rule 1469	Hexavalent Chromium Emissions from Chrome Plating and Chromic Acid Anodizing Operations
Rule 473	Disposal of Solid and Liquid Wastes	Rule 1101	Secondary Lead Smelters/Sulfur Oxides
Rule 474	Fuel Burning Equipment - Oxides of Nitrogen	Rule 1102	Dry Cleaners Using Solvent Other Than Perchloroethylene
Rule 475.1	Reduction of Oxides of Nitrogen	Rule 1102.1	Perchloroethylene Dry Cleaning Systems
Rule 1401	New Source Review of Toxic Air Contaminants	Rule 1105	Fluid Catalytic Cracking Units - Oxides of Sulfur
Rule 1403	Asbestos Emissions from Demolition/Renovation Activities	Rule 1108	Cutback Asphalt
Rule 1404	Hexavalent Chromium Emissions from Cooling Towers	Rule 1108.1	Emulsified Asphalt
Rule 1405	Control of Ethylene Oxide and Chlorofluorocarbon Emissions from Sterilization or Fumigation Processes	Rule 1113	Architectural Coatings
Rule 1406	Control of Dioxin Emissions from Medical Waste Incinerators	Rule 1120	Asphalt Pavement Heaters
Rule 1410	Hydrogen Fluoride Storage and Use	Rule 1121	Control of Nitrogen Oxides From Residential - Type, Natural-Gas-Fired Water Heaters
Rule 1411	Recovery or Recycling of Refrigerants from Motor Vehicle Air Conditioners	Rule 1122	Solvent Degreasers
Rule 1414	Asbestos -Containing Serpentine Material in Surfacing Applications	Rule 1129	Aerosol Coatings
Rule 1415	Reduction of Refrigerant Emissions from Stationary Refrigeration and Air Conditioning Systems	Rule 1133	Composting and Related Operations - General Administrative Requirements
Rule 1418	Halon Emissions from Fire Extinguishing Equipment	Rule 1133.1	Chipping and Grinding Activities
Rule 1420	Emissions Standard for Lead	Rule 1146.2	Emissions of Oxides of Nitrogen from Large Water Heaters and Small Boilers
Rule 1421	Control of Perchloroethylene Emissions from Dry Cleaning Systems	Rule 1168	Adhesive and Sealant Applications
Rule 1425	Film Cleaning and Printing Operations	Rule 1171	Solvent Cleaning Operations
		Rule 1183	Outer Continental Shelf (OCS) Air Regulations
		Rule 1186	PM ₁₀ Emissions from Paved And Unpaved Roads, And Livestock Operations

Standard Condition 4.5.1: The proposed project shall comply with pertinent SCAQMD regulations in order to contribute to the incremental reduction in air pollution levels in the region.

Compliance with these regulations is expected to result in continued improvements to regional air quality and potential attainment of clean air standards.

Mitigation Measures

Implementation of the proposed *Ventana at Duncan Canyon Specific Plan* and future development under the Specific Plan would generate pollutant emissions that would add to local and regional air pollution levels. The implementation of the following mitigation measures would reduce project-generated emissions:

Mitigation Measure 4.5.1: Dust control during grading activities on the site shall implement best available control measures (BACMs) exceeding the minimum dust control requirements of SCAQMD Rule 403. Recommended construction activity mitigation includes:

- ◆ Apply water at least three times per day or other dust control compounds according to manufacturer's specifications in adequate amounts to prevent the

formation of visible dust plumes beyond the project site boundary, or longer than 100 feet behind any piece of moving equipment.

- ◆ Prepare a high wind dust control plan and implement plan elements.
- ◆ Suspend all excavating and grading operations or Limit the simultaneous disturbance area to as small an area as practical when winds exceed 25 mph.
- ◆ Stabilize previously disturbed areas if subsequent construction is delayed.
- ◆ Apply non-toxic soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for ten days or more).
- ◆ Install wheel washers where vehicles enter and exit the construction site onto paved roads or wash off trucks and any equipment leaving the site each trip.
- ◆ Appoint a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM10 generation.
- ◆ All streets shall be swept at least once a day using SCAQMD Rule 1186 certified street sweepers or roadway washing trucks if visible soil materials are carried to adjacent streets (recommend water sweepers with reclaimed water).
- ◆ Pave road and road shoulders; and
- ◆ Traffic speeds on all unpaved roads to be reduced to 15 mph or less.

Mitigation Measure 4.5.2: The following measures shall be implemented to reduce NOx pollutant emissions during construction:

- ◆ Require 90-day low-NOx tune-ups for off-road equipment, according to manufacturers' specifications. Such controls are expected to reduce daily NOx emissions from all off- and on-road equipment, but not to less-than-significant levels.
- ◆ Limit allowable idling to 5 minutes for trucks and heavy equipment before shutting the equipment down.
- ◆ Give preference to contractors using construction equipment that meet or exceed Tier 2 standards; use emulsified diesel fuels; construction equipment with oxidation catalysts, soot traps or other verified/certified retrofit technologies, and with oxidation catalysts, soot traps or other modern emissions control technology.
- ◆ Contractors shall use high-pressure-low-volume (HPLV) paint applicators with a minimum transfer efficiency of at least 50% or other application techniques with equivalent or higher transfer efficiency.
- ◆ Project construction shall use required coatings and solvents with a VOC content lower than required under Rule 1113.
- ◆ The project shall construct/build with materials that do not require painting, to the extent feasible.
- ◆ The project shall use pre-painted construction materials, to the extent feasible.
- ◆ Alternative fueled off-road equipment, to the extent feasible.
- ◆ Use street sweepers that comply with SCAQMD Rules 1186 and 1186.1.
- ◆ Use electricity from power poles rather than temporary diesel or gasoline power generators.

- ◆ Configure construction parking to minimize traffic interference.
- ◆ Provide temporary traffic controls such as a flag person, during all phases of construction to maintain smooth traffic flow.
- ◆ Provide dedicated turn lanes for movement of construction trucks and equipment on- and off-site.
- ◆ Schedule construction activities that affect traffic flow on the arterial system to off-peak hour to the extent practicable.
- ◆ Reroute construction trucks away from congested streets or sensitive receptor areas.
- ◆ Improve traffic flow by signal synchronization.

Mitigation Measure 4.5.3: The following measures shall be implemented to reduce off-site emissions during construction:

- ◆ Encourage car pooling for construction workers.
- ◆ Limit lane closures to off-peak travel periods.
- ◆ Park construction vehicles off traveled roadways.
- ◆ Wet down or cover dirt hauled off-site.
- ◆ Wash or sweep access points daily.
- ◆ Encourage receipt of construction materials during non-peak traffic hours.
- ◆ Sandbag construction sites for erosion control.
- ◆ Erect dust control fencing around individual project perimeters.

Mitigation Measure 4.5.3: The proposed project shall implement transportation control measures (TCMs) to reduce vehicular emissions to and from the site, which may include the following:

Ridesharing Programs

1. Area-wide Carpooling and Vanpooling – The developer/building managers shall provide informational brochures on carpooling and vanpooling.
2. Modified Work Schedules – The developer/building managers shall encourage commercial and office tenants to allow modified work schedules for employees.
3. Park and Ride Facilities - The developer/building managers shall accommodate the parking of vehicles to promote carpooling and vanpooling. Areas for future bus stops shall be reserved, where feasible.

Parking Management

1. Off-Street Parking Controls - Measures to discourage single-occupant vehicles shall be implemented through parking controls.
2. Parking Management Programs – Measures to discourage single-occupant vehicles (SOV) shall be implemented.

Non-Motorized Strategies

1. Bicycle Lanes and Storage Facilities – Bicycle paths and bike racks shall be provided on-site.
2. Pedestrian Improvements – Sidewalks and pedestrian walkways shall be provided throughout the site.

Telecommunications

1. Adequate system connections in all homes – Telecommunication systems shall be provided in residential villages.
2. Wi-Fi “hot spots” within the community - High-speed wireless local area network shall be provided at select locations on-site.

Implementation of other TCMs, such as traffic flow improvements and transit programs, cannot be performed by any single project, by one developer, or by one political jurisdiction. However, the developer shall incorporate the TCMs above to facilitate the option to select a non-SOV transportation option.

4.5.5 Unavoidable Significant Adverse Impacts

Increases in pollutant emissions associated with the future development under the proposed Specific Plan are expected to result in significant adverse impacts on air quality. Carbon monoxide (CO) emissions from project-related traffic will exceed significance thresholds by over 100 percent, but will not cause any micro-scale “hot spot” impacts. ROG and NOx significance thresholds will be similarly exceeded. Such pollutants are precursors to regional smog formation. In the absence of viable transportation alternatives to the automobile, the pollutant emissions from the project cannot be mitigated to less than significant levels.

Implementation of the recommended standard condition and mitigation measures would reduce air quality impacts from future development under the proposed Specific Plan. The extent to which air quality impacts would be reduced by the standard condition and mitigation measures outlined above would not be adequate to bring projected emissions below SCAQMD thresholds. The exceedance would largely result from the size of project site and the amount of development that is proposed. If the proposed project is developed incrementally as several small-scale projects, SCAQMD thresholds would not be exceeded. However, if the entire site is developed at one time, as evaluated above under a worst case scenario, impacts would be significant and would remain significant, even after mitigation. Thus, air quality impacts are expected to remain significant and unavoidable even after mitigation.

SECTION 4.6: NOISE

4.6 NOISE

A Noise Analysis, dated August 2006, has been prepared by Giroux and Associates to characterize the noise environment in the project area and to determine the project's potential noise impacts. The findings of the analysis are summarized below. The Noise Analysis is provided in Appendix E of this EIR.

4.6.1 *Environmental Setting*

Acoustical Definitions

The unit of sound pressure compared to the faintest sound detectable by a keen human ear is called a decibel (dB). Because sound or noise can vary in intensity by over one million times within the range of human hearing, a logarithmic loudness scale is used to keep sound intensity numbers at a convenient and manageable level. Since the human ear is not equally sensitive to all sound frequencies within the entire noise spectrum, noise levels at maximum human sensitivity are factored more heavily into sound descriptions through a process called "A-weighting" of decibels and written as dBA.

Time variations in noise exposure are typically expressed in terms of a steady-state energy level equal to the energy content of the time period (called Leq), or, alternately, as a statistical description of the sound pressure level that is exceeded over a fraction of a given observation period. Because community receptors are more sensitive to unwanted noise intrusion during the evening and at night, State law requires that, for planning purposes, an artificial dB increment be added to quiet time noise levels in a 24-hour noise measurement to derive the Community Noise Equivalent Level (CNEL). Representative noise sources and sound levels are shown in Figure 4.6-1, *Acoustical Scale*.

Noise Criteria

An interior CNEL of 45 dB is mandated by State law for multiple family dwellings, and is considered a desirable interior noise exposure for single-family dwelling units as well. Since typical noise attenuation within residential structures may range from 10 to 25 dB, depending on door and window positions, an exterior noise exposure of 55 to 70 dB CNEL or Ldn is typically used as the design exterior noise exposure for new residential dwellings in California in order to meet a 45-dB interior noise goal. Because commercial uses are not occupied on a 24-hour basis, a less stringent noise/land use compatibility criterion is generally specified for these less noise-sensitive land uses.

The State of California Office of Noise Control has established noise standards for land use categories based on the land use compatibility r. Table 4.6-1, *Noise/Land Use Compatibility Standards*, shows the community noise exposure recommended as acceptable, conditionally acceptable and unacceptable for various classes of land use sensitivity. The State Office of Noise Control generally recommends an exterior noise exposure of less than 60 dBA CNEL for residential uses, an exterior noise exposure of 70 dBA CNEL for office buildings, business commercial and professional, and an exterior noise exposure of 75 dBA CNEL for industrial and manufacturing uses.

The Fontana General Plan Noise Element establishes an exterior noise standard of 65 dBA CNEL for residential uses, hospitals, rest homes, long term care facilities and mental care facilities and a standard of 65 Leq (12) for schools, libraries, places of worship, and passive recreation areas. The General Plan also establishes an interior noise standard of 55 dBA CNEL for commercial retail uses and 50 dBA CNEL for professional offices.

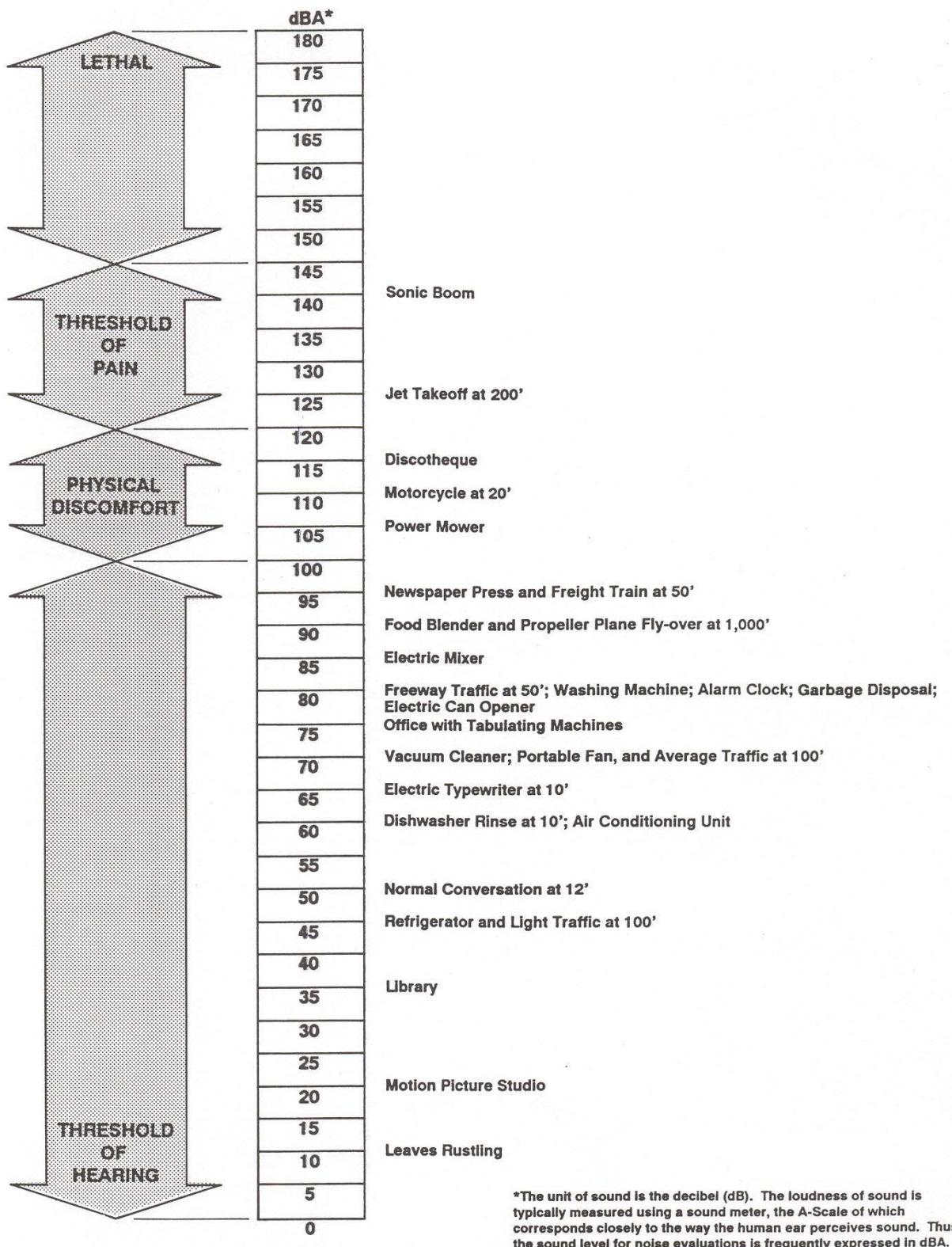


FIGURE 4.6-1
ACOUSTICAL SCALE

TABLE 4.6-1
NOISE/LAND USE COMPATIBILITY STANDARDS

LAND USE CATEGORY	55	60	65	70	75	80	
Residential Low Density - Single Family Duplex, Mobile Homes							
Residential - Multi-family							
Transient Lodging - Motels, Hotels							
Schools, Libraries, Churches, Hospitals, Nursing Homes							
Auditoriums, Concert Halls, Amphitheaters							
Sports Arena, Outdoor Spectator Sports							
Playgrounds, Neighborhood Parks							
Golf Courses, Riding Stables, Water Recreation, Cemeteries							
Office Buildings - Business, Commercial and Professional							
Industrial, Manufacturing, Utilities, Agriculture							
Interpretation:							
 Normally Acceptable Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.				 Normally Unacceptable New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirement must be made and needed noise insulation features included in the design.			
 Conditionally Acceptable New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features are included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.				 Clearly Unacceptable New construction or development should generally not be undertaken.			
Source: Office of Noise Control							

Existing Noise Levels

Existing noise levels throughout much of the project area come almost exclusively from vehicular sources on the adjacent freeway and arterial roads. The I-15 Freeway noise is a steady low-level hum with little change in pitch or intensity throughout the day. Dominant single-event noise comes mainly from semi-trucks on the I-15 Freeway.

The project site is largely vacant with the exception of a single-family residence at the western central section of the site. The surrounding area is also largely vacant. Thus, limited stationary noise sources occur. However, existing noise levels will undergo marked changes in response to the buildup of the project area. Construction noise is generated by ongoing construction activities south and west of the site and noise levels will slowly increase as new residents move into the area and more vehicles travel on nearby roadways.

The project site is located approximately 6.4 miles northwest of the Rialto Municipal Airport, and 13.8 miles northeast of the Ontario International Airport. Thus, the project site is considered to be outside the noise impact zones for these airports and aircraft operations at the Rialto Municipal Airport and the Ontario International Airport do not create a significant noise impact on the project site. The aircraft flight patterns are also too far from the site to measurably affect the local noise environment.

4.6.2 Threshold of Significance

According to Appendix G of the CEQA Guidelines, a project could have a significant adverse impact on noise, if its implementation results in any of the following:

- ◆ Causes exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
- ◆ Causes exposure of persons to or generation of excessive groundbourne vibration or groundbourne noise levels;
- ◆ Causes a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project;
- ◆ A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project;
- ◆ For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels; or,
- ◆ For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels.

There are no established guidelines on what constitutes a "substantial increase". Generally, people cannot clearly perceive noise level changes of 3 dB or less, particularly if they occur over an extended time period. For traffic noise, a 3-dB increase requires a doubling of traffic volumes while maintaining the same speed. Few projects can individually double traffic volumes on already noisy, heavily-traveled streets. A 10-dB temporary increase would be perceived as a doubling of loudness. Limited periods of a 10 dB increase would generally be tolerated if it is understood that such noise would be of short duration. The recommended significance criteria for noise impacts consider the following:

- Violations of the City's noise standards
- Excessive ground borne vibration or noise
- Chronic noise level increases of +3 dB
- Temporary noise level increases of +10 dB

4.6.3 Environmental Impacts

Future development under the proposed *Ventana at Duncan Canyon Specific Plan* would increase noise levels in the project area. Increases would be caused by short-term construction and long-term vehicle

and stationary noise impacts that would change ambient noise levels on-site and in the surrounding area.

Construction Noise

Construction activities, especially the use of heavy equipment, will create short-term noise increases near the project site. Temporary construction noise impacts vary markedly because the noise strength of construction equipment ranges widely as a function of the type of equipment used and its activity level. Short-term construction noise impacts tend to occur in discrete phases dominated initially by earth-moving sources, then by foundation and parking area construction, and finally by finish construction.

Figure 4.6-2, *Noise from Construction Equipment*, shows the typical range of construction activity noise generation as a function of equipment used in various building phases. The earth-moving sources are seen to be the noisiest, with equipment noise ranging from 75 to 90 dBA at 50 feet from the source.

Point sources of noise are attenuated by a factor of 6 dB per doubling of distance through geometrical (spherical) spreading of sound waves. The quieter noise sources will, thus, drop to a 65 dBA exterior/45 dBA interior noise level at approximately 200 feet from the source, while the loudest noise source may require over 1,000 feet of separation from the source to reduce the 90+ dBA source strength to a generally acceptable 65 dBA exterior exposure level. This estimate assumes a clear line-of-sight from the source to the receiver. Any change in terrain or completed development will act as a noise barrier that will interrupt equipment noise propagation. Construction noise impacts would, therefore, be somewhat less than that predicted under idealized input conditions.

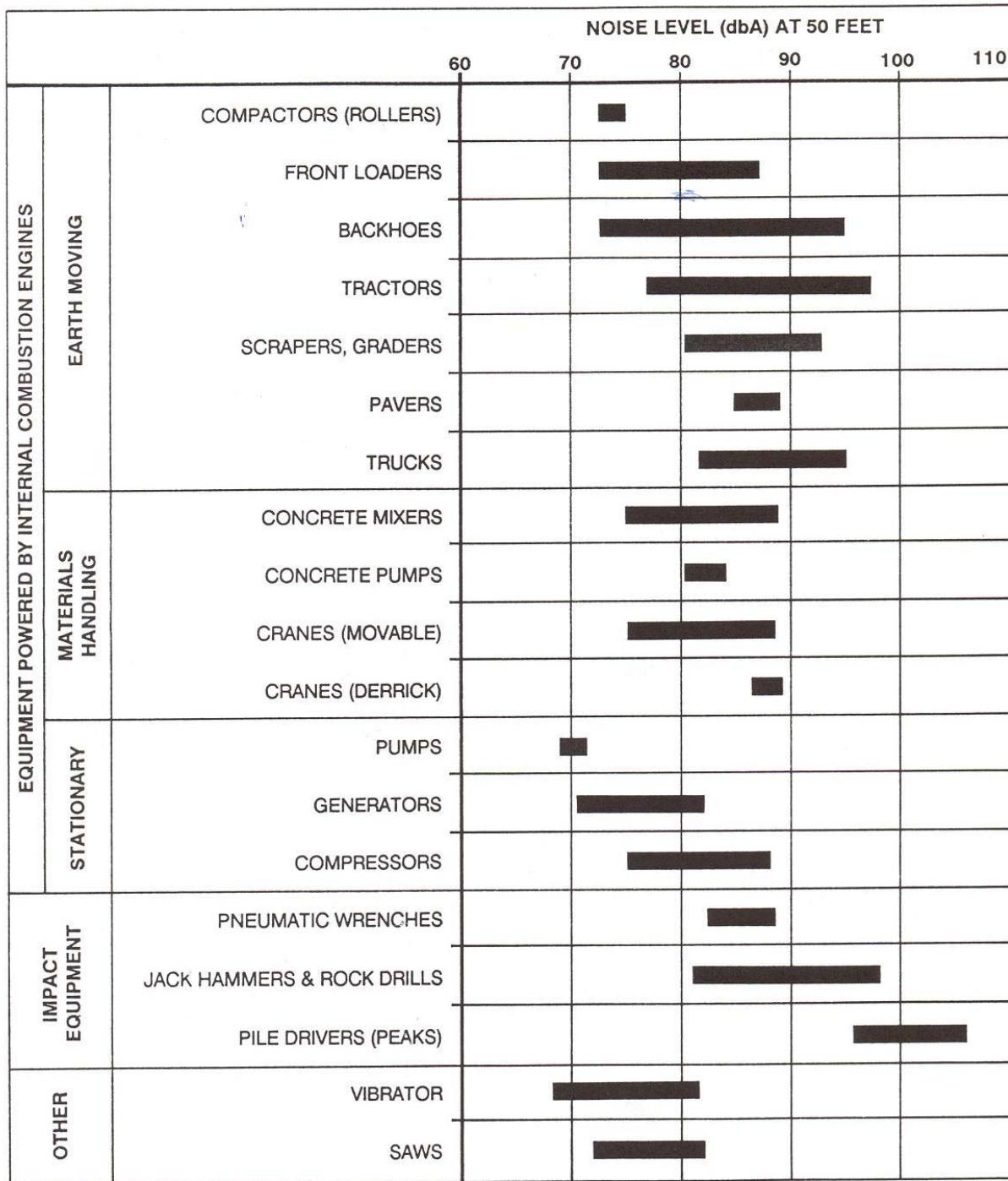
Nearby residences are located across the freeway and the SCE right-of-way and would be separated from the construction activities at the site by at least 200 feet. Construction noise impacts on these adjacent land uses would be less than significant.

However, construction activities on the project site would occur near the existing residence, when Duncan Canyon Road is widened and Planning Area 2 is developed prior to the reuse of the residence and accessory structures in Planning Area 9. Heavy equipment may temporarily operate near the residence and construction noise levels of 64 to 74 dB may be experienced by residents of this home.

In addition, as residential villages are built on the site, occupied residences will be exposed to construction noise impacts as nearby planning areas are under construction. Similarly, commercial tenants of completed developments and planning areas would be exposed to construction noise as subsequent planning areas are under construction.

Impact 4.6.1: Construction noise impacts may affect the existing residence and other residences as they are built on the site.

Construction noise sources are not strictly related to a noise standard because they occur only during selected times and the source strength varies sharply with time. The penalty associated with noise disturbance during quiet hours and the nuisance factor accompanying such disturbance usually leads to time limits on grading activities imposed as conditions on grading permits. Construction time limits are set during the hours of 7 AM to 6 PM on weekdays, as stated in Chapter 18 (Nuisance) of the City of Fontana Municipal Code. These hours are included as conditions on grading permits. Limiting construction activities to these hours will minimize the severity of temporary construction noise impacts.



SOURCE: Environmental Protection Agency, NTID 300-1

FIGURE 4.6-2
CONSTRUCTION EQUIPMENT NOISE LEVELS

In addition, construction equipment should have properly functioning mufflers and should minimize engine idling. Scheduling of noisiest activities may be required to minimize construction noise intrusion. Noise can also be mitigated by locating staging areas and all stationary noise generating construction equipment as far as practical from existing residences. If impulsive noise generation such as pile driving or jack-hammers is necessary near noise-sensitive users, activity scheduling to minimize off-site impacts, or erection of temporary barriers, may be necessary.

Traffic Noise

Future development under the proposed *Ventana at Duncan Canyon Road Specific Plan* will cause an incremental increase in area-wide noise levels near the project site and in the surrounding area. Traffic noise impacts are generally analyzed to determine if the project will adversely impact the ambient noise levels in the project area and if the project will be exposed to unacceptable noise levels resulting from the ambient noise environment in the project area.

Table 4.6-2, *Project-Related Noise Impacts*, summarizes the calculated CNEL at 50 feet from the roadway centerline for the existing, buildout without project, and buildout with project scenarios at roadway segments on and near the site.

TABLE 4.6-2
PROJECT-RELATED NOISE IMPACTS
(CNEL AT 50 FEET FROM ROADWAY CENTERLINE)

Roadway Segment	Existing	Buildout without Project	Buildout With Project
Beech Avenue			
I-15 to Summit Avenue	69.1	70.8	71.0
South of Summit Avenue	66.2	66.0	66.1
West of I-15	68.1	69.7	69.9
Lytle Creek Road			
North of Summit Avenue	53.9	66.0	67.3
Knox to Duncan Canyon Road	47.8	63.5	68.3
North of Duncan Canyon	N/A	N/A	63.0
West of Citrus	N/A	66.0	62.9
North of Coyote Canyon	50.9	60.4	60.6
Knox Avenue			
North of Summit Avenue	N/A	52.6	55.6
Casa Grande to Lytle Creek Road	N/A	47.8	54.8
Citrus Avenue			
North of Duncan Canyon Road	N/A	58.3	67.4
Duncan Canyon to Casa Grande	N/A	65.4	67.7
Casa Grande to Summit Avenue	N/A	66.4	68.1
Cypress Avenue			
North of Duncan Canyon Road	N/A	53.9	53.9
Duncan Canyon to Casa Grande	N/A	58.3	58.3
Duncan Canyon Road			
Citrus to Cypress	N/A	66.9	67.4
Citrus to Lytle Creek Road	53.9	67.2	70.8
Lytle Creek Road to I-15	49.9	68.8	70.6
West of I-15	60.1	65.0	65.3
Wilson Avenue			
West of I-15 Freeway	68.1	69.7	69.8

TABLE 4.6-2
PROJECT-RELATED NOISE IMPACTS
(CNEL AT 50 FEET FROM ROADWAY CENTERLINE)

Roadway Segment	Existing	Buildout without Project	Buildout With Project
Summit Avenue			
Knox to Citrus Avenue	62.8	65.8	65.8
Lytle Creek to Knox Avenue	61.8	66.4	66.4
West of Lytle Creek Road	62.5	64.1	65.7
East of Beech Avenue	62.5	68.4	69.1
Source: Noise Analysis, 2006			

As shown, existing noise levels are elevated (over 65 dBA) on some roadway segments in the area. However, many of the streets do not exist at this time and current traffic volumes on other streets are very low.

At buildout of the project area, most of the roadways would experience increases in noise levels, with most roadways having noise levels over 65 dBA CNEL at 50 feet from the centerline.

A significant traffic noise impact would occur if project-related traffic were to increase noise levels by 3 dB or more. Segments of Lytle Creek Road, Duncan Canyon Road, and Summit Avenue would experience noise increases over 3 dB even without the proposed development under the *Ventana at Duncan Canyon Specific Plan*. Without the project, nine roadway segments would have noise increases ranging from 3.1 dB CNEL to 18.9 dB CNEL. Noise levels on Lytle Creek Road, from Summit Avenue to north of Coyote Canyon Road, would increase by 9.5 to 15.7 dB CNEL. Noise levels on Duncan Canyon Road, from Citrus Avenue to west of the I-15 Freeway, would increase by 4.9 to 18.9 dB CNEL. Noise levels on Summit Avenue, from Beech Avenue to Citrus Avenue, would increase by 3.1 to 5.9 dB CNEL.

Future development on the project site itself would lead to increases of over 3 dB CNEL on four roadway segments. Noise levels on Knox Avenue, from Casa Grande Drive to Lytle Creek Road, would increase by 7.0 dB CNEL. However, the total CNEL would only be 54.86 dB CNEL and thus, is not considered significant.

Noise levels on Citrus Avenue, north of Duncan Canyon Road, would increase by 9.1 dB CNEL. Noise levels on Lytle Creek Road, from Knox Avenue to Duncan Canyon Road, would increase by 4.8 dB CNEL. Noise levels on Duncan Canyon Road, from Lytle Creek Road to Citrus Avenue, would increase by 3.6 dB CNEL. Buildout noise levels would range from 67.4 to 70.8 dB CNEL on these roadways.

Implementation of the proposed project will thus, create incremental noise increases that could substantially alter noise/land use compatibility in the Fontana area. Developments that are built along these roadways would have to consider noise protection measures.

Noise Exposure

Exterior Noise Levels

The noise impacts associated with the proposed project relate more to the noise impacts of the cumulative growth in the project area and the future noise environment on future developments on the site. The proposed commercial areas along Duncan Canyon Road would be exposed to noise levels of up to 70 dB CNEL. Commercial land uses are normally acceptable in noise environments with 70 dB CNEL and

conditionally acceptable in environments with 75 dB CNEL. Also, since commercial activities would be conducted largely indoors, the exterior noise levels would not adversely impact this land use. No adverse impacts relating to the future noise levels in the project area would occur on the proposed commercial uses.

The residential uses that would be located along Citrus Avenue, Duncan Canyon Road, Lytle Creek Road, and the I-15 Freeway may be exposed to noise levels that exceed City residential noise standards. As proposed, block walls would be provided around the residential villages and would be used for privacy, as well as to reduce noise exposure and to protect receivers in rear yard recreational areas. The perimeter walls would reduce the need for greater setbacks to achieve acceptable outdoor noise environments for usable outdoor space, especially in homes adjacent to arterial roadways. The noise wall analysis shows that noise walls are not needed for homes along Citrus Avenue and Lytle Creek Road. Based on the tentative tract map, the separation distances (ranging from 15 to 60 feet) provided would attenuate noise on abutting lots to meet the 65 dB CNEL exterior noise standard. Structural attenuation of -20 dB is also readily achievable without any acoustical upgrades other than the ability to close windows, allowing the residences in these planning areas to meet the City of Fontana's 45 dB A CNEL residential interior standard. Residential developments on Duncan Canyon Road would require block walls of 5 feet in height. Thus, proposed perimeter walls at Planning Areas 6 and 7 would provide adequate noise control for adjacent homes.

However, the noise levels from heavy traffic on I-15 Freeway would lead to the exposure of nearby residences to noise levels exceeding the 65 dBA CNEL exterior noise standard. An approximately 28-foot high wall would be needed to reduce noise levels to 65 dB CNEL, even with the 40-foot separation distance between the wall and the nearest residences. This is considered a significant impact.

Impact 4.6.2: Residences in Planning Area 5 along the I-15 Freeway would be exposed to noise levels exceeding City standards of 65 dB CNEL for exterior spaces.

The proposed two- to three-story townhomes along the I-15 Freeway in Planning Area 5 would be exposed to freeway noise. Sound walls would be needed to reduce exterior noise levels and allow for the use of outdoor recreational areas. In addition, outdoor recreational areas should be sited on the side of the building not adjacent to the freeway or at interior courtyards, so that the building itself acts as the sound wall.

Planning Area 2 is proposed for a mixed use development, with residential units above the commercial uses. Currently, common open space within the Piazza would be shielded by the proposed structure and noise levels at the Piazza are expected to meet City exterior noise levels. To ensure that private open space areas of the proposed residential units along Duncan Canyon Road are not exposed to high vehicle noise levels, design considerations and acoustical measures would need to be implemented as part of building design and construction. Prior to approval of the building plans for structures that would include residential units, a noise analysis would have to be performed and submitted to the City, to determine and verify that exterior noise levels would not exceed City standards and any necessary mitigation is included as part of the project.

Interior Noise Levels

In addition to the exterior noise exposure, the interior noise levels for homes near roadways with high traffic volumes are likely to be greater than 45 dB CNEL. With exterior noise levels of 65.1 to 68.8 dB CNEL, homes along Duncan Canyon Road would require minimal noise attenuation to reduce noise

levels at the second and third story interior areas of abutting homes in Planning Areas 2, 6 and 7. Table 4.6-3, *Interior Noise Levels*, shows the needed mitigation to achieve the interior noise standard of 45 dB CNEL for homes along Duncan Canyon Road.

TABLE 4.6-3
INTERIOR NOISE LEVELS NEAR DUNCAN CANYON ROAD

Planning Area 5	Distance from ROW centerline	Exterior Noise Level	Needed Interior Mitigation*
With 5-foot wall			
First Story	160	61.7 dB	16.7 dB
Second Story	160	65.8 dB	20.8 dB
Third Story	160	65.8 dB	20.8 dB

* - to achieve 45 dB CNEL
Source: Noise Analysis, 2006.

With structural attenuation of -20 dB provided by wood-frame construction and closed windows, only an additional -1 dB of upgrades are needed for homes along Duncan Canyon Road.

Impact 4.6.3: Residences along Duncan Canyon Road would be exposed to noise levels exceeding City standards of 45 dB CNEL for interior spaces.

The use of dual-paned windows would provide 20 to 25 dB of interior noise mitigation, allowing interior noise standards to be met.

The exterior noise exposure for homes along the I-15 Freeway in Planning Area 5 suggests that the interior noise levels for these homes are likely to be greater than 45 dB CNEL. With exterior noise levels of 80.3 dB CNEL, it would require a -35 dB structural attenuation to reduce noise levels at the second story interior areas of the abutting homes. If the noise wall was 8 or 16 feet high, the needed interior mitigation would be less as shown in Table 4.6-4, *Interior Noise Levels near I-15 Freeway*.

TABLE 4.6-4
INTERIOR NOISE LEVELS NEAR I-15 FREEWAY

Planning Area 5	Distance from ROW centerline	Exterior Noise Level	Needed Interior Mitigation*
With 8-foot wall			
First Story	220	74.0 dB	29.0 dB
Second Story	220	80.3 dB	35.3 dB
Third Story	220	80.3 dB	35.3 dB
With 16-foot wall			
First Story	220	68.3 dB	23.3 dB
Second Story	220	73.6 dB	28.8 dB
Third Story	220	80.3 dB	35.3 dB

* - to achieve 45 dB CNEL
Source: Noise Analysis, 2006.

Depending on the noise wall height provided, up to 35.3 dB of structural acoustical mitigation would still be needed to meet the City's interior noise standard. This is a significant adverse impact.

Impact 4.6.4: Residences in Planning Area 5 along the I-15 Freeway would be exposed to noise levels exceeding City standards of 45 dB CNEL for interior spaces.

Typical noise attenuation with single-paned windows in modern frame and stucco construction is typically 20 dB. Windows are the acoustically weakest component of a home. If dual-paned windows, with a minimum sound transmission class (STC) rating of 27 or higher are installed on these homes, the resulting noise reduction would be -27 dB. This would still not meet the interior noise standard of 45 dBA CNEL at the second and third stories of residential units that would be located along the I-15 Freeway.

Enhanced structural features capable of achieving an additional maximum 15.3 dB of noise reduction are needed for dwelling units backing up to the I-15 Freeway. The additional "extra" 15.3 dB of attenuation can likely be achieved through upgraded dual-paned windows and additional noise protection. As shown in Table 4.6-5, *Acoustical Upgrades*, structural reductions of 35 dB require custom upgrades that far exceed typical structural noise protection requirements.

TABLE 4.6-5
ACOUSTICAL UPGRADES

Exterior to Interior Reduction Desired	Measure(s) Needed
0-10 dBA	None
10-20 dBA	Close windows facing roadway. Provide supplemental ventilation.
20-25 dBA	Close standard dual-paned windows. Provide supplemental ventilation.
25-30 dBA	Close upgraded dual-paned windows. Provide supplemental ventilation. Baffle vents and line ducts with absorbers.
>30 dBA	Custom upgrades (dual layer drywall, triple-paned windows, steel doors, etc.)

A supplemental acoustical analysis should be submitted in conjunction with the issuance of building permits to verify that adequate structural noise protection will be provided in perimeter residences adjoining surrounding roadways to meet the 45 dBA CNEL interior standard. Supplemental ventilation, in conjunction with air conditioning, is required in any livable space where window closure to shut out freeway/roadway noise is needed to meet interior standards. Because the exterior tier of development will assist in shielding interior units, the above acoustic upgrades are needed on only the rear and/or side face of the outermost tier of development. However, because of the degree of mitigation required, a supplemental acoustical analysis should be submitted for additional tiers of interior buildings as well.

In residential construction, the structural noise level reduction (in dB) is almost equal to the rated sound transmission class (STC) of any openable windows, unless the walls themselves, or roof/ceiling assemblies, become noise radiators. The typical architectural components of a -35 dB residential structure might include:

- Double-or triple-paned windows rated at STC=39
- Double layer wallboard or ceiling board with resilient mounting clips
- Baffle plates over any attic vents facing the roadway
- Absorbent duct lining and 90-degree elbows on vents and duct openings

Stationary Noise

Another common area of noise conflict is found at the interface between residential and commercial developments, where residential uses back up to loading and delivery docks and truck travel alleys behind stores. This could occur at the boundaries of the proposed commercial retail and office uses that are located adjacent to the residential villages. While roadways separate the residential villages in Planning Areas 6 and 7 from the commercial retail and office uses, residences in Planning Areas 2, 4, and 5 would be located near commercial uses.

Early morning deliveries, back-up alarms, rumbling and idling diesel trucks, late night fast-foot outlet loudspeakers, young persons assembling in shopping center parking lots with loud car music late in the evening, or very early trash pick-up or parking lot sweeping, are sources that can engender noise conflicts in a mixed use environment. Since planned on-site commercial activities may be located near residences, nocturnal on-site activities could be audible late at night when background noise levels are lowest.

Impact 4.6.5: The proposed commercial areas may generate stationary noise impacts on the adjacent residential developments.

Residential uses would require distance separation from commercial buildings to prevent HVAC equipment from being a nuisance. If this is not possible, the HVAC equipment will need to be shielded. Loading docks for commercial/retail uses should be located away from residences and require time restrictions on deliveries. If fast food restaurants or drive thru-facilities are planned on parcels adjacent to residential uses, the sound boards where ordering takes place can be a nuisance, especially at night. Many fast food restaurants keep late hours or are open 24-hours. If the sound boards cannot be oriented away from potential nearby residences then sound walls may have to be erected around the order boards. Additionally, time restrictions may be necessary. These details must be dealt with during the design stage for individual developments, with restrictions made as conditions of approval during the plan check/building permit stage.

On commercial sites, maintenance activities such as refuse collection or parking lot sweeping, or stacking or retrieval of temporary outdoor storage could be a noise source. Possible mitigation would include time restrictions on these activities or sound walls. These details also must be dealt with during the design stage.

The proposed hotel may have associated recreational uses, such as a pool and outside entertainment areas. It is recommended that these areas be situated on the opposite side of the hotel as the closest residential uses, allowing the hotel to act as a sound buffer for the nearby residences. If this is not possible, a sound wall may be necessary.

Sensitive Receptors

During construction of the proposed developments on the site, planning areas that have been completed and occupied would be exposed to temporary noise impacts from construction activities and stationary sources at adjacent planning areas.

Prior to the reuse of the existing residence, its residents would be exposed to construction and stationary noise from the proposed commercial uses built in Planning Area 2. Similarly, residential villages that would be built earlier than nearby residential and commercial uses and would be exposed to noise from these adjacent uses.

Within each village, residences that are first built and occupied would be exposed to noise impacts during the construction or nearby residences. Impacts would be mitigation by compliance with the City's construction time limits and the mitigation measures outlined below.

Impacts on residences and sensitive receptors from stationary noise sources at future commercial retail and office uses on the site are addressed above, with mitigation measures for potentially significant adverse impacts outlined below.

4.6.4 Standard Conditions and Mitigation Measures

Standard Conditions

The proposed project would generate noise associated with construction activities. The implementation of the following standard condition would reduce project-generated construction noise impacts:

Standard Condition 4.6.1: Construction activities on the project site shall comply with City regulations on time limits for construction activity. Construction activities would have to comply with the construction time limits (7 AM to 6 PM on weekdays, unless otherwise approved by the City and the Engineer or in case of an emergency); loading/unloading of boxes; transport of metal rails, pillars and columns; and the use of pile drivers, steam shovels, pneumatic hammers and other noisy construction equipment shall be conducted within allowable times (7 AM to 10 PM) as set by the Fontana Noise Ordinance.

Mitigation Measures

The on-site residential uses would be exposed to vehicular and stationary noise levels that could exceed standards. The implementation of the following mitigation measures would reduce significant adverse noise impacts on the project:

Measure 4.6.1: During construction, the following measures shall be implemented to reduce noise on sensitive receptors:

- ◆ All off-road construction equipment shall have properly operated and maintained mufflers.
- ◆ Stockpiling and equipment/vehicle staging shall be conducted as far as practicable from occupied dwelling units or other nearby noise-sensitive land uses.
- ◆ Idling of construction equipment shall be limited to the extent feasible. Equipment shall be turned off when not in use.
- ◆ Schedule noisy activities and impulsive noise generation such as pile driving or jack-hammers during the late morning and early afternoon hours, or erect temporary barriers, if necessary.

Mitigation Measure 4.6.2: Homes in Planning Area 5 backing up to the I-15 Freeway shall be required to site outdoor recreational uses on the opposite side of the buildings, allowing the buildings to act as a sound wall. An 8-foot sound wall shall also be constructed at the edge of the Freeway right-of-way. If this cannot be accomplished, setbacks, obstructions to the noise path, or a 28-foot sound wall would be required to mitigate exterior noise to 65 dBA CNEL.

Mitigation Measure 4.6.3: Homes along Duncan Canyon Road shall be constructed with dual-paned windows and supplemental ventilation to allow for 1 dBA CNEL attenuation to meet the City of Fontana's 45 dBA CNEL interior noise standard.

Mitigation Measure 4.6.4: Homes in Planning Area 5 backing up to the I-15 Freeway shall be constructed with upgraded structural acoustical features to allow for up to 35 dBA CNEL attenuation to meet the City of Fontana's 45 dBA CNEL interior noise standard. Dual-paned windows and supplemental ventilation and highly upgraded structural features shall be provided for homes closest to the freeway. A supplemental acoustical analysis shall be submitted in conjunction with the issuance of building permits to verify that adequate structural noise protection will be provided.

Mitigation Measure 4.6.5: Conditional use permits for commercial uses shall contain measures that control noise generation from goods deliveries, facility maintenance, and mechanical equipment. These may include:

- ◆ Location of commercial HVAC equipment away from residences or shielding of HVAC equipment
- ◆ Location of loading docks away from residences
- ◆ Time restrictions on deliveries to commercial uses
- ◆ Orientation of fast-food restaurant sound boards away from nearby residences; sound walls around the order boards; or time restrictions on sound board use
- ◆ Time restrictions on refuse collection or parking lot sweeping, or stacking or retrieval of temporary outdoor storage
- ◆ Location of the hotel's pool and outdoor entertainment areas on the opposite side of the hotel from the closest residential uses or construction of a sound wall

4.6.5 Unavoidable Significant Adverse Impacts

Construction activities, vehicle trips and stationary activities associated with the project may create significant adverse noise impacts on adjacent land uses. Implementation of the standard condition and recommended mitigation measures would reduce noise impacts on proposed residential uses and sensitive receptors to less than significant levels. Impacts are expected to be less than significant after mitigation. No unavoidable significant adverse impacts are expected.

SECTION 4.7: GEOLOGY AND SOILS

4.7 GEOLOGY AND SOILS

A Geotechnical Investigation was prepared by Converse Consultants on September 2005 to identify the existing geology and soil characteristics at the project site and to identify potential geologic and seismic constraints to future development. The findings of the report are summarized below, and the complete report is provided in Appendix F of this EIR.

4.7.1 Environmental Setting

Topography

The City of Fontana is located at the eastern section of the Chino Valley basin, which is defined by the San Gabriel Mountains to the north, the San Bernardino Mountains to the northeast, the Puente Hills to the southwest, and the Jurupa Hills to the southeast. The project site is located at the northern end of the City of Fontana, south of Lytle Creek Canyon and the base of the San Gabriel Mountains. The majority of the site is vacant, except for a residence at the western central section.

The project site has a slight southwestern slope, with on-site vegetation consisting of non-native annual grasses, rows of eucalyptus trees at the northern section, and scattered trees around the residence. The site has an approximately 168-foot difference in elevation from the northeast to the southwest, with on-site elevations ranging from 1,836.5 feet above mean sea level at the northeastern end of the site, 1,755.6 to 1,779.53 feet above mean sea level at Duncan Canyon Road, and 1,667.9 feet above mean sea level at the southwestern end. Figure 4.7-1, *Topographic Map*, shows on-site elevations.

Geologic Setting

The project site is located in the northern portion of the Peninsular Ranges Geomorphic Province of California, near the boundary with the Transverse Ranges Province. The Peninsular Ranges Geomorphic Province consists of a series of northwest-trending mountain ranges and valleys and similarly-oriented earthquake faults, and extends from the Transverse Ranges south into the Baja California Peninsula. The Transverse Ranges are a complex series of mountain ranges and valleys extending from offshore island groups east to the Mojave Desert, including the San Gabriel Mountains found north of the site.

The project site is located at the northeastern corner of a structural block within the Peninsular Ranges, known as the Perris Block. This block is bounded by the San Jacinto Fault on the northeast and the Elsinore Fault on the southwest. Alluvial sediments on the site consist of alluvial fan deposits, including sandy gravels and gravelly sands with silty sand interbeds. Colluvial deposits include clayey silt, sandy silt and silty clays with scattered rocks and pebbles. Bedrock materials are undivided igneous and metamorphic rock complex of marble, slately material and massive coarsely-crystalline rocks.

Soils

The Soil Survey for the Southwestern Part of San Bernardino County identifies on-site soils as Hanford coarse sandy loam (Hac) on the northern section and Tujunga gravelly loamy sand (Tvc) on the southern section. Figure 4.7-2, *Soil Associations*, shows soils in the project area.

Hanford soils are characterized by a surface layer of light brownish-gray coarse sandy loam about 10 inches thick. These soils have slow to medium runoff potential and slight to moderate erosion hazard when left unprotected. They are slightly acid or neutral throughout and moderately rapidly permeable.

VENTANA AT DUNCAN CANYON SPECIFIC PLAN

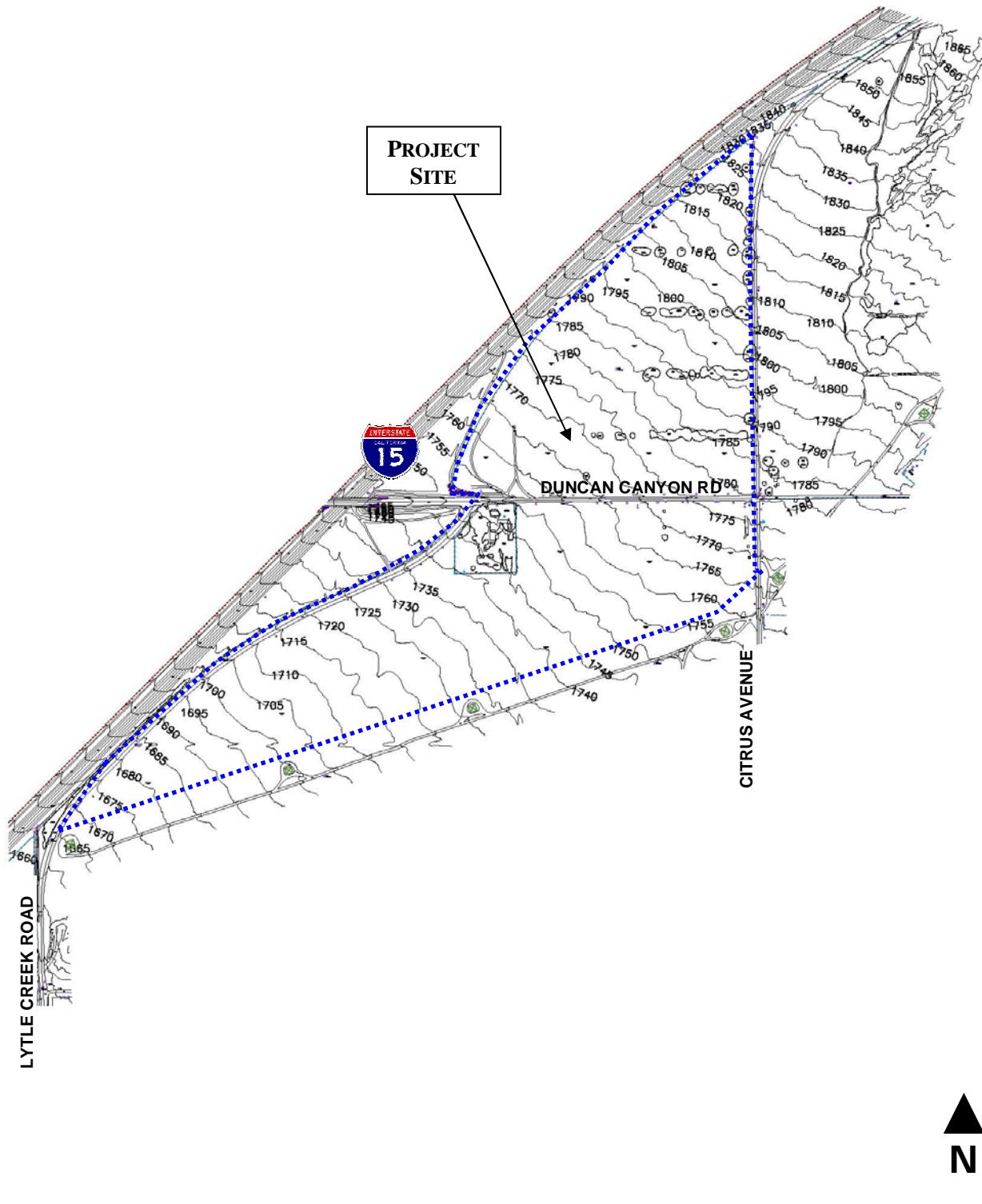
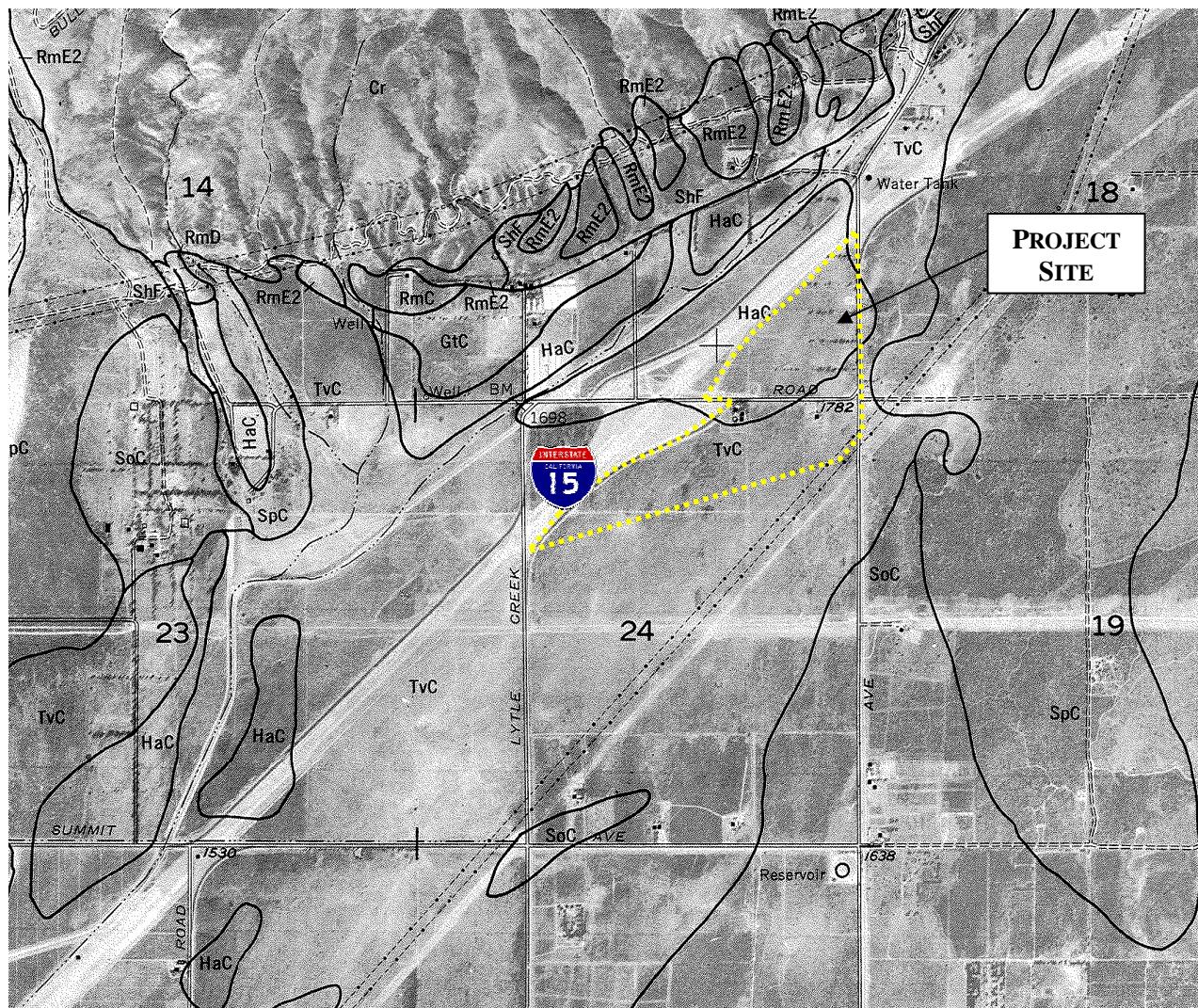


FIGURE 4.7-1
TOPOGRAPHIC MAP



Tujunga soils consists of brown loamy sand and pale brown coarse sand that are 60 inches deep or more. Fine gravel makes up 15 to 30 percent of total volume of the soils. These soils are formed on alluvial fans on granitic alluvium. They have very slow to slow runoff potential and slight erosion hazards. They are slightly acid throughout and rapidly permeable. Both Hanford and Tujunga soils have low shrink-swell potential.

Soil borings at the site identified the subsurface soils as silt, sand, gravel, cobbles and boulders, with larger materials having diameters ranging from 6 to 36 inches found between 2.5 to 10 feet below the ground surface. Test pit results indicate that soils are primarily silty sand, with gravel and sandy gravel. The maximum dry density of these soils was 139 pounds per cubic feet and the optimum moisture content was 6.5 percent. The on-site soils have moderate collapse potential and are not expansive. They have negligible sulfate exposure to concrete and are moderately corrosive to ferrous metals. The upper 5 feet of the soils have high resistance to traffic loading.

Seismicity

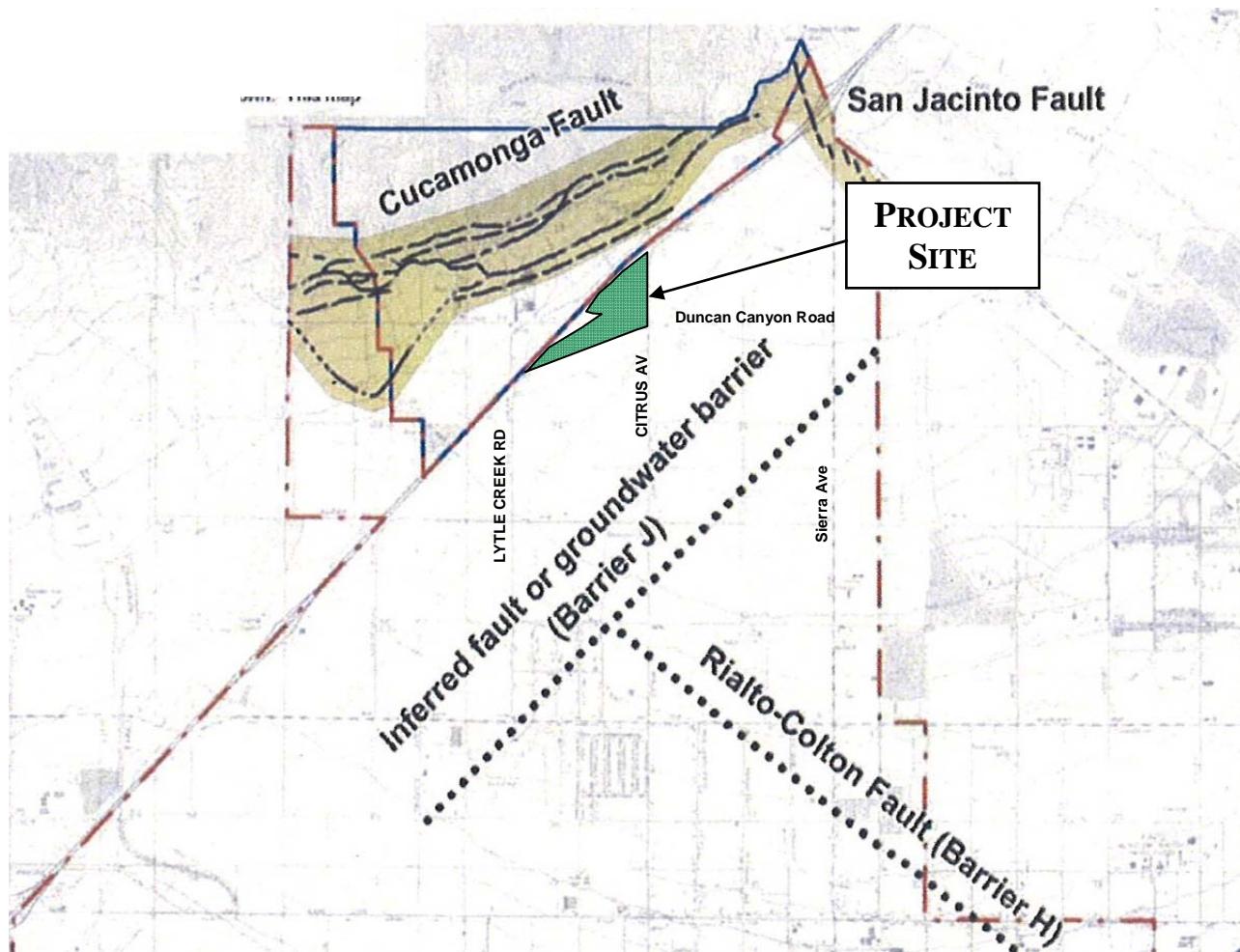
Southern California is a seismically active region, with seismic hazards depending on the proximity and earthquake potential of nearby active faults, and the local geologic and topographic conditions, which can either amplify or attenuate seismic waves. Seismic hazards in the region include primary hazards due to the surface rupture of rock and soil materials along active fault traces, and secondary hazards resulting from strong groundshaking.

Figure 4.7-3, *Earthquake Faults*, shows the location of earthquake faults in the area. There are no known earthquake faults that run through the project site or that project or extend across the site. Thus, no surface rupture hazards are expected. However, the site is located in a seismically active zone of California. An active earthquake fault is defined as a fault that has had surface displacement within Holocene time (about the last 11,000 years). Several active or potentially active faults have been mapped in the region and are believed to accommodate the compression forces associated with the collision of the Peninsular and Tranverse Range Provinces. While no earthquake fault zones are present on the site, there are several known active earthquake faults near the project site.

Cucamonga Fault. The nearest earthquake fault to the site is the Cucamonga Fault, which is located approximately 1,600 to 2,400 feet northwest of the site, at Lytle Creek Canyon. This fault is part of the Sierra Madre-Cucamonga Fault System, which includes several fault segments along the southern margin of the San Gabriel Mountains, and is responsible for the uplifting of the mountains as a result of north-south compression in this part of Southern California. The Sierra Madre Fault Zone runs along the base of the central San Gabriel Mountains and the Cucamonga Fault Zone runs along the base of the eastern San Gabriel Mountains.

The Cucamonga Fault is a major active fault zone forming the steep escarpment between the San Gabriel Mountains to the north and the basin floor on the south. It is considered to be one of the most active segments, based on the presence of several scarps along its trace. This fault segment is thought to be capable of producing an earthquake of up to Magnitude 6.9 and a peak ground acceleration of 0.73 gravity.

San Jacinto Fault. The San Jacinto Fault includes several northwest-southeast trending fault segments that extend approximately 130 miles (210 kilometers) from its intersection with the San Andreas Fault near in the Lytle Creek area, southward to El Centro in Imperial County. West of the San Jacinto fault is the Lytle Creek Fault, which forms the western side of Lytle Creek Canyon.



LEGEND

- Faults
- Fontana City Limit
- Sphere of influence
- Alquist-Priolo Earthquake Fault Zones
- Lineaments identified in aerial photos by F. Jordan (personal communication, 2002)
- Fault considered active, with the potential for surface rupture, solid where location known, dashed where approximate, dotted where inferred
- Concealed Faults



FIGURE 4.7-3
EARTHQUAKE FAULTS

The northern section of the City of Fontana is located within a designated Earthquake Fault Zone for the San Jacinto Fault, as defined under the Alquist-Priolo Special Studies Zones Act, since suspected fault traces of the Lytle Creek Fault at the western end of the San Jacinto Fault were mapped in this area. However, geologic investigations at this fault zone showed no evidence of faulting, anomalous disruption of the lenses, or areas of rotated clasts. Thus, active faulting was determined to not be present at the City's northern end.

San Andreas Fault. The San Andreas Fault is widely recognized as the longest and most active earthquake fault in the State of California. The San Andreas Fault has been mapped from Cape Mendocino in northern California to an area near the Mexican border, a distance of about 625 miles (over 1,000 kilometers). Recent work indicates that large earthquakes have occurred along the San Andreas Faults at intervals averaging about 160 years, and that during these major earthquakes, the fault breaks along distinct segments. The closest segment of the San Andreas Fault to the project site is the Southern segment, which is located approximately 6.7 miles north of the site. This segment is thought to be capable of producing a maximum credible earthquake of Magnitude 7.4.

Other nearby faults include the Rialto-Colton Fault, which serves as the boundary between the Chino and Rialto-Colton groundwater basins, and Barrier J, an inferred fault which serves as a barrier to groundwater and crosses the City in a northeast to southwest direction.

While no surface rupture hazards are present on the site, the project site is located in a highly seismic area and would be subject to moderate to strong groundshaking due to earthquake events on nearby faults, as listed in Table 4.7-1, *Earthquake Faults*. Earthquakes on the nearby San Jacinto, San Andreas, and Cucamonga faults could generate strong groundshaking hazards on the site. The project site is located within Seismic Zone 4 and would be subject to intensities of VIII or higher on the Modified Mercalli Intensity Scale or a Richter magnitude greater than 7.0.

TABLE 4.7-1
EARTHQUAKE FAULTS

Fault Name	Closest Distance to the site (mi/km)	Seismic Source Type	Moment Magnitude (Mw)	Slip Rate (mm/yr)
Cucamonga	0.2/0.3	A	7.0	5.00
San Jacinto-San Bernardino	1.6/2.6	B	6.7	12.00
San Andreas- Southern	6.7/10.7	A	7.4	24.0
Cleghorn	9.3/14.8	B	6.5	3.0
San Andreas- 1857 Rupture	10.9/17.5	A	7.8	34.0
San Jose	13.9/22.2	B	6.5	0.5
North Frontal Fault Zone (west)	14.1/22.6	B	7.0	1.0
Sierra Madre (central)	14.5/23.2	B	7.0	3.0

Seismic Hazards

Due to the location of nearby faults, the site is subject to horizontal and vertical ground acceleration during earthquake events in the region.

Seismically induced landslides and slope failures often occur after large earthquakes. The site has a slight slope, with no major landforms near the site. Thus, no landslide hazard is expected.

Liquefaction is characterized by saturated soils that behave like liquid during groundshaking, associated with perched water conditions and loose soils. The Fontana General Plan shows that the site is in an area with low liquefaction potential. The soil borings on the project site did not encounter groundwater at 18 feet and the depth of groundwater in the general vicinity is expected at more than 50 feet below the ground surface. Thus, there is low potential for liquefaction on the site.

With low liquefaction potential, differential settlement due to earthquakes is also considered very low. Based on soil borings, seismically induced settlement is estimated at 1.2 inches.

There are no large open bodies of water near the site, which may create tsunami hazards during an earthquake event in the area. Also, no enclosed bodies of water that can experience seiche during an earthquake are present in the project area. Flooding due to failure of a dam or other water retaining structure is considered negligible due to the absence of dams near the site.

4.7.2 Threshold of Significance

According to Appendix G of the CEQA Guidelines, a project could have a significant adverse impact in terms of geology and soils, if its implementation results in any of the following:

- ◆ Exposes people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: 1) rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault, 2) strong seismic ground shaking, 3) seismic-related ground failure, including liquefaction, or 4) landslides;
- ◆ Results in substantial soil erosion or the loss of topsoil;
- ◆ Is located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse;
- ◆ Is located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property; or,
- ◆ If it has soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.

4.7.3 Environmental Impacts

Future development under the proposed *Ventana at Duncan Canyon Specific Plan* would be exposed to geologic and seismic conditions present on the site.

Soils and Ground Disturbance

Construction of the proposed project would lead to ground disturbance and changes in the local topography. Since the site has a slight slope, future development would feature berms and slope changes between parcels and planning areas to account for elevation gradations. However, the majority of the site would have a relatively flat terrain, and no major changes in topographic or geologic features of the site would occur. Changes in elevation between planning areas and within residential blocks would be accommodated by landscaped berms and perimeter slopes. This impact is not considered significant.

Due to the presence of minor slopes across the site, water erosion is also not expected to be a concern at the site. However, during ground disturbance activities, coupled with strong Santa Ana winds, it is likely that wind erosion and fugitive dust nuisance would be generated by grading and excavation activities and would impact adjacent properties to the south. These include soiling of exterior furniture and vehicles, nuisance to persons in outdoor areas, loose soils on roadways and driveways, reduction in visibility for drivers, and loss of topsoil.

Dust control measures outlined in Section 4.5, *Air Quality*, would reduce impacts associated with soil blowing and wind erosion. These include daily watering, stopping work during high winds, use of soil binders, perimeter silt fences and sand bags, and prompt revegetation. Erosion impacts would be less than significant.

Excavation and utility trenching may encounter trench-wall instability, due to the moderate collapse potential of the on-site soils.

Impact 4.7.1: On-site excavations may be subject to collapse.

The geotechnical investigation recommends temporary excavations to be constructed to a vertical depth of four feet. Side slopes can be no steeper than 1.5:1 (horizontal:vertical) for excavations between 4 to 10 feet deep.

Groundshaking and Seismic Hazards

There are no earthquake faults or traces crossing the site. Thus, the proposed project would not be exposed to fault rupture hazards.

While no fault rupture hazards are expected on the site, earthquake events at nearby faults would generate strong groundshaking. The residential and commercial developments and infrastructure systems that would be constructed as part of the project would be subject to groundshaking hazards, which could lead to the damage of structures, roads, utility lines, and resulting fires, falling objects, and other structural hazards that could cause property damage and personal injuries. Employees, construction workers, residents, and visitors on the site would be exposed to groundshaking hazards during an earthquake event.

Compliance with applicable standards in the California Building Code, including those associated with the design and engineering of buildings to minimize the effects of seismic activity and pertinent building standards of the City of Fontana would reduce groundshaking hazards to acceptable levels.

The California Building Code identifies the geological subgrade classification of the site as S_D and the horizontal ground acceleration is calculated at 1.5 to 2.0. If the structural designs of proposed commercial buildings need to account for the vertical ground acceleration at the site, a site-specific vertical spectra analysis shall be performed, as recommended by the California Building Code and as required by the structural engineer, to account for both horizontal and vertical ground accelerations from regional earthquake events. Thus, impacts associated with groundshaking would be less than significant.

Other Geologic Hazards

The site is also not located within an area with shallow groundwater. Groundwater levels in the project area are found more than 50 feet below the ground surface. Therefore, the project would not be subject to liquefaction hazards associated with shallow groundwater. The proposed developments on the site would

also not be subject to landslides since the site features slopes of 2 percent or less. The potential for earthquake-induced flooding is low due to the absence of dams or large water bodies in the area. Tsunamis (or tidal waves) would not affect the site due to its inland location. Seiches are also not expected to affect future development on the site due to the absence of large enclosed bodies of water in the project area. The potential for differential settlement is considered low at the site and future structures would be designed and constructed to include safety factors to account for settlement, as recommended by the geotechnical investigation.

Future residential and commercial developments on the site would also be connected to the public sewer system, through sewer lines that would be provided to serve individual lots. No septic tank limitations would be posed by on-site soils.

Based on the characteristics of the on-site soils, the expansion, compaction, moisture content, and other geologic properties of the site need to be considered in the design of structures and infrastructure to ensure that the structural integrity of on-site buildings and infrastructures is not compromised. The geotechnical investigation provides structural design and construction recommendations for earthwork (subgrade preparation, rock removal, backfill, overexcavation, shrinkage and subsidence, site drainage, utility trench backfill,) foundation design (foundations, lateral earth pressures, settlement, slabs on grade, pavement design, retaining walls, pipe bedding), and other necessary geologic and seismic considerations that would need to be considered in design and implemented for building construction. Implementation of the recommendations of the report would ensure the structural integrity of proposed structures and infrastructure.

Due to the moderate corrosivity to ferrous metals of the on-site soils, any buried ferrous materials may be subject to corrosion. This could affect the life and strength of these materials, and in turn, the integrity of these materials and structures. However, the life of buried materials is difficult to predict, due to varying thickness, strength, loads, construction details, soil moisture, and soil corrosivity. Thus, corrosion control measures would have to be implemented to lengthen the useful life of buried ferrous materials.

Impact 4.7.2: Buried materials may be subject to corrosion, which would affect their utility.

Implementation of conventional corrosion control methods would increase the life of on-site materials that would otherwise be subject to significant corrosion.

Since the design and exact locations of proposed commercial structures are not known at this time, the geotechnical considerations for these structures cannot be identified. Site-specific investigations would be required for proposed commercial structures under the *Ventana at Duncan Canyon Specific Plan*. The investigation and geotechnical recommendations would be dependent on the exact location of the proposed buildings, as well as the size, height, loads, building materials and other structural components proposed and the local soil conditions. The investigations shall be conducted as part the building design and would be reviewed by the City as part of the plan check process.

4.7.4 Standard Conditions and Mitigation Measures

Standard Conditions

The proposed project would be exposed to geologic or seismic conditions on the project site. The implementation of the following standard conditions would reduce groundshaking hazards and other site-specific geologic concerns:

Standard Condition 4.7.1: The project shall comply with seismic design criteria in the California Building Code, the City's building standards, and other pertinent building regulations.

Standard Condition 4.7.2: Recommendations of the geotechnical investigation for the project site, as they pertain to structural design and construction recommendations for earthwork (excavation, grading, volume adjustments, soil disposal, slopes), foundation design (types of foundations and slabs on grade, pavements, retaining walls, trench backfill, sulfate exposure), and other necessary geologic and seismic considerations would need to be implemented for building construction.

Standard Condition 4.7.3: Site-specific geotechnical investigations shall be performed for proposed commercial structures to determine the factors to be considered in the structural design of these structures.

Mitigation Measures

Implementation of the mitigation measures below would reduce project impacts related to the on-site geologic characteristics and soils.

Mitigation Measure 4.7.1: Temporary excavations may be constructed to a vertical depth of four feet. Excavation between 4 to 10 feet deep must have side slopes no steeper than 1.5:1 (horizontal:vertical). Trench backfill shall be compacted to a minimum of 90 percent of the laboratory maximum dry density and the upper 12 inches of trench backfill underlying pavements should be compacted to a minimum 95 percent of the laboratory maximum density. Additional recommendations in the geotechnical investigation and other applicable requirements of the California Construction and General Industry Safety Orders, the Occupational Safety and Health Act and current amendments, and the Construction Safety Act shall be followed.

Mitigation Measure 4.7.2: The following corrosion control measures shall be implemented for buried materials:

- ◆ All steel and wire concrete reinforcement shall have at least 3 inches of concrete cover when cast against soil, unformed.
- ◆ As a minimum, below-grade ferrous metals shall be given a high quality protective coating, such as 18-mil plastic tape, extruded polyethylene, coal-tar enamel or Portland cement mortar.
- ◆ Below-grade metals shall be electrically insulated (isolated) from above-grade metals by means of dielectric fittings in ferrous utilities and/or exposed metals structures breaking grade.

4.7.5 Unavoidable Significant Adverse Impacts

Geologic and seismic hazards on the site can be prevented or reduced to less than significant levels by the implementation of the standard conditions and mitigation measures. No unavoidable significant adverse impacts are expected after mitigation.

SECTION 4.8: HYDROLOGY AND WATER QUALITY

4.8 HYDROLOGY, WATER QUALITY AND FLOODING

A Hydrology Study, dated May 2006, was prepared by Hall and Foreman to determine the existing and future hydrologic conditions at the project site and the needed storm drain infrastructure to serve the project. The findings of the Hydrology Study are summarized below, and the complete study is provided in Appendix G of this EIR.

4.8.1 Environmental Setting

The project site is located within the Santa Ana River watershed, with surface drainage flows generally to the south and southwest. Lytle Creek is located just north of the City of Fontana and the project site, and this creek flows from the San Gabriel Mountains in a northwest to southeast direction, into the northern section of the City of Rialto and into the City of San Bernardino. Additionally, the San Sevaine Creek runs along the western edge of the City and drains all lands west of Sierra Avenue. The San Sevaine Creek connects to the Santa Ana River farther south of the City.

Groundwater Resources

The majority of the City of Fontana is underlain by the Chino Groundwater Basin. However, the project site is located at the northern end of the City, which is outside the boundaries of the Chino Groundwater Basin. The site is underlain by the Rialto-Colton Groundwater Basin, which is located northeast of the Rialto-Colton Fault trace, which in turn, cuts through the northern section of Fontana. The Rialto-Colton Groundwater Basin is located within the upper Santa Ana Valley in southeastern San Bernardino County and northwestern Riverside County. Lytle Creek drains this part of the valley southeasterly toward the Santa Ana River at the southern part of this basin.

The Rialto-Colton basin is a relatively small and narrow (approximately 15 miles long and 3 miles wide) groundwater basin, trending northwest to southeast. The basin is located southeast of the Cucamonga Fault, northeast of the Rialto-Colton Fault, and south of the San Jacinto Fault. The basin's northwest boundary is at the foot of the San Gabriel Mountains and its southeastern boundary is at Box Springs Mountains, southeast of the Santa Ana River. Figure 4.8-1, *Groundwater Basin*, shows the location of the Rialto-Colton Groundwater Basin and the project site.

Water-bearing alluvium in the basin consists of gravel, sand, silt, and clay beneath Lytle and Cajon Creeks and the Santa Ana River. The total storage capacity of the basin was initially estimated at 210,000 acre-feet, with 120,000 acre-feet in the Rialto portion (northwestern section) and 93,000 acre-feet in the Colton portion (southeastern section). However, more recent estimates indicate a higher storage capacity of 2.5 million acre-feet, with groundwater resources of up to 1.5 million acre-feet. Inferred groundwater flow in the basin is toward the southeast based on surface topography. The Rialto-Colton Fault is a barrier to groundwater flow along the southern boundary of the basin, with as much as 400 feet of difference in the groundwater elevations between the adjacent Chino Basin and the Rialto-Colton Basin.

The principal recharge areas of the basin are Lytle Creek, Reche Canyon, and the Santa Ana River. Lesser amounts of recharge are provided by rainfall on open lands. Changes in groundwater levels of about 50 feet occur during years with heavy rainfall, but groundwater levels are relatively stable and fluctuate between five and 10 feet of elevation.

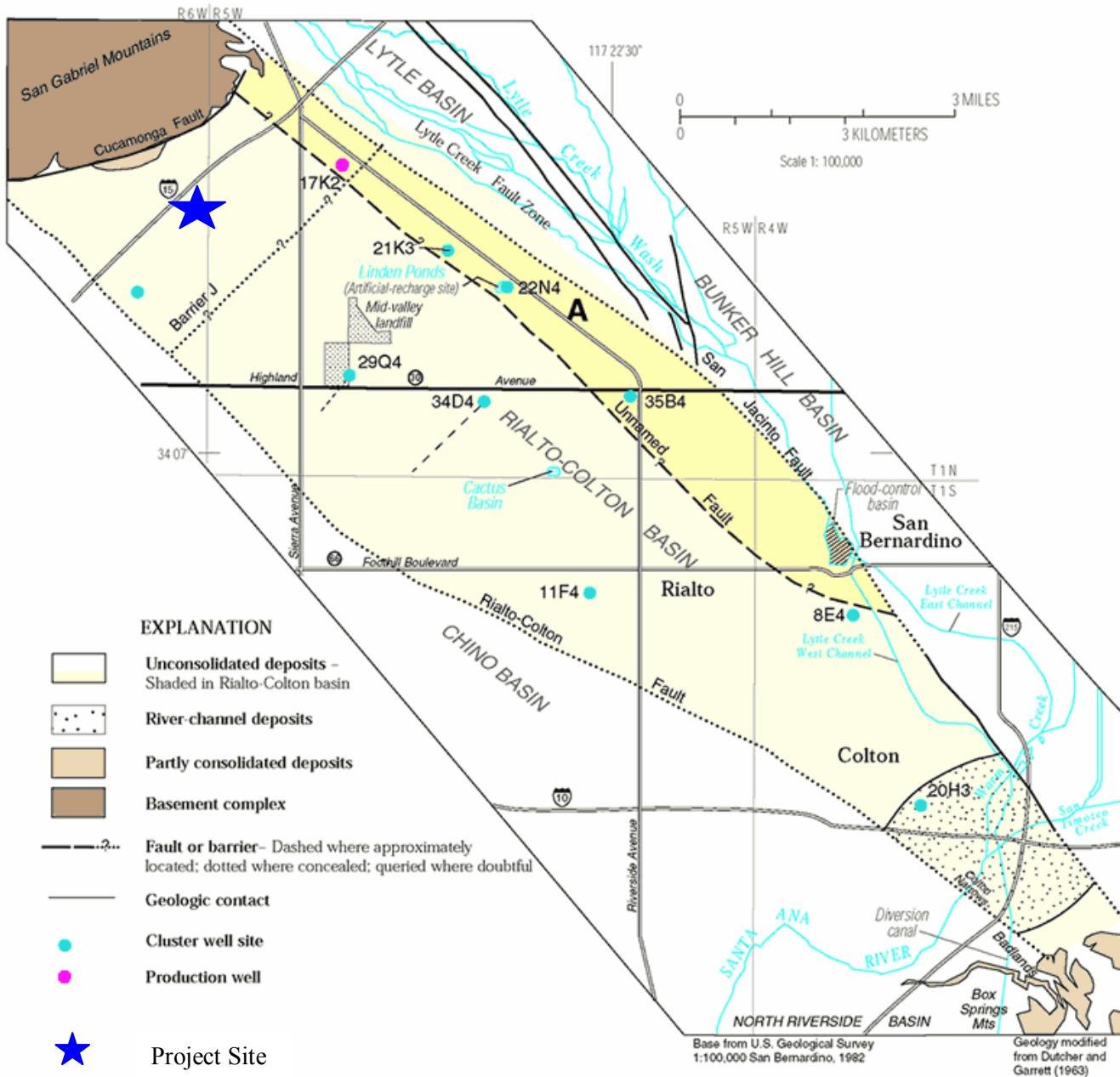


FIGURE 4.8-1
GROUNDWATER BASIN

There are groundwater wells at the residential parcel, which provides domestic water for the residence. However, no records of water levels or water quality at this well are available. There is also a septic tank serving the residence.

Groundwater pumping in the Rialto basin is managed by the Rialto Basin Management Association and made up of the West Valley Water District, City of Rialto, City of Colton, and the San Gabriel Valley Water Company. Under normal conditions, unlimited extraction rights are available. During drought conditions, extraction rights are regulated based on the 1961 Adjudication Decree No. 81,264 from the Superior Court of San Bernardino County.

During soil borings at the site, no groundwater was encountered to a depth of 18 feet. The closest monitored groundwater well to the site is located one mile west of the site, where the groundwater level was 490 feet below the ground surface in 2005 and as high as 236 feet below the ground surface in 1996. Groundwater depth varies according seasonal precipitation and possible groundwater pumping activity in the vicinity. However, due to these depths, groundwater at the site is not expected to be within 50 feet of the surface.

The Rialto-Colton basin is a source of drinking water for thousands of San Bernardino County residents. Groundwater contamination of the basin with perchlorate and trichloroethylene (TCE) was discovered in 1997 and has forced the closure of numerous public drinking water supply wells, causing hardships for Rialto, Colton and neighboring areas dependent on the basin for their drinking water.

The Santa Ana Regional Water Quality Control Board is trying to identify and investigate the sources of contamination. The EPA and the State are working together and will continue to coordinate efforts in the area until the sources can be determined and plans made to clean up the basin. Investigations have indicated that the Mid-Valley Landfill is not the source of the contamination and a number of potential responsible parties have been identified, which include public agencies and private companies/landowners in the area, such as the U. S. Department of Defense. The cities of Rialto and Colton are working with the Department of Defense to establish an agreement for the study of groundwater contamination in the basin and its eventual clean-up.

Surface Water

The project site has a slight slope to the southwest and the San Bernardino and San Gabriel Mountains are found less than a mile north of the site. Lytle Creek runs southeasterly through the mountains and just north of the I-15 Freeway, northeast of the site. No permanent surface water is present on-site. The project area is part of the alluvial fan that drains from the foothills of the San Gabriel Mountains through Lytle Creek Canyon. However, the historic water flow patterns have been modified by the construction of the I-15 Freeway and the levees constructed by the San Bernardino County Flood Control District along Lytle Creek. Thus, the site is no longer subject to surface water flows associated with Lytle Creek.

There is no storm drainage system serving the site and runoff from the project site percolates into the ground or flows southwesterly. The Fontana Master Plan of Drainage shows the proposed storm drain system for the northern section of Fontana that would be needed to serve developments in this area. A 102-inch storm drain line is proposed on Duncan Canyon Road from Sierra Avenue, going west past the site, and connecting to trapezoidal channels proposed on both sides of the I-15 Freeway (at the western boundary of the site). The channels would connect to the Rich Basin, which is then connected to the Hawker-Crawford Channel, the San Sevaine Basin, and the San Sevaine Channel. A trapezoidal channel is also proposed along the I-15 Freeway, starting from just south of Sierra Avenue, along the site's western boundary and southwesterly

to Duncan Canyon Road. The City is currently evaluating the realignment of this storm drain line to Citrus Avenue, such that the proposed channel would turn south at Citrus Avenue and connect to the proposed line farther south on Citrus Avenue that would run toward the proposed box culvert on Duncan Canyon Road.

The proposed drainage line on Duncan Canyon Road and the connection to the Hawker-Crawford Channel are not existing at this time, and runoff from urban developments in the North Fontana area would require the upgrade of the Rich Basin and Hawker-Crawford Channel and construction of the proposed storm drainage system to accommodate runoff from the site and the adjacent areas. Design for the proposed storm drain line on Duncan Canyon Road is currently ongoing while construction of the box culvert connection to the Hawker-Crawford Channel is proposed as part of the I-15/Duncan Canyon Interchange project.

While there are no deficiencies in the storm drain system serving the project area, the ultimate facilities have not been built to accommodate buildout conditions. The Hawker-Crawford Channel and Rich Basin are interim facilities and are not designed to accept the ultimate design flows.

The San Sevaine Channel joins the Etiwanda Creek just south of Baseline Avenue and east of the I-15 Freeway, approximately 2.8 miles southwest of the site. Needed upgrades to the Etiwanda-San Sevaine Channel have been identified by the San Bernardino County Flood Control District, and the improvements are slated for construction in 2007, with completion by 2008. This channel eventually connects to the Santa Ana River farther south, just west of the City of Riverside.

Runoff in the project area is eventually discharged into the Santa Ana River, which flows southwesterly from San Bernardino County to Riverside County and into Orange County. The Water Quality Control Plan for the Santa Ana River, as developed by the Regional Water Quality Control Board for the Santa Ana River region, discusses the existing water quality in the river, beneficial uses of the ground and surface waters and local water quality conditions and problems on the river. The Plan sets water quality goals and is used as a basis for the basin's regulatory programs. The segment of the Santa Ana River where the site drains into is listed as Clean Water Act Section 303(d) impaired water bodies due to bacteria and pathogens. Contamination within the 26-mile stretch of Reach 3 of the Santa Ana River is attributed to the presence of dairies in the area. Other downstream segments of the river are not listed as impaired.

Flood Hazards

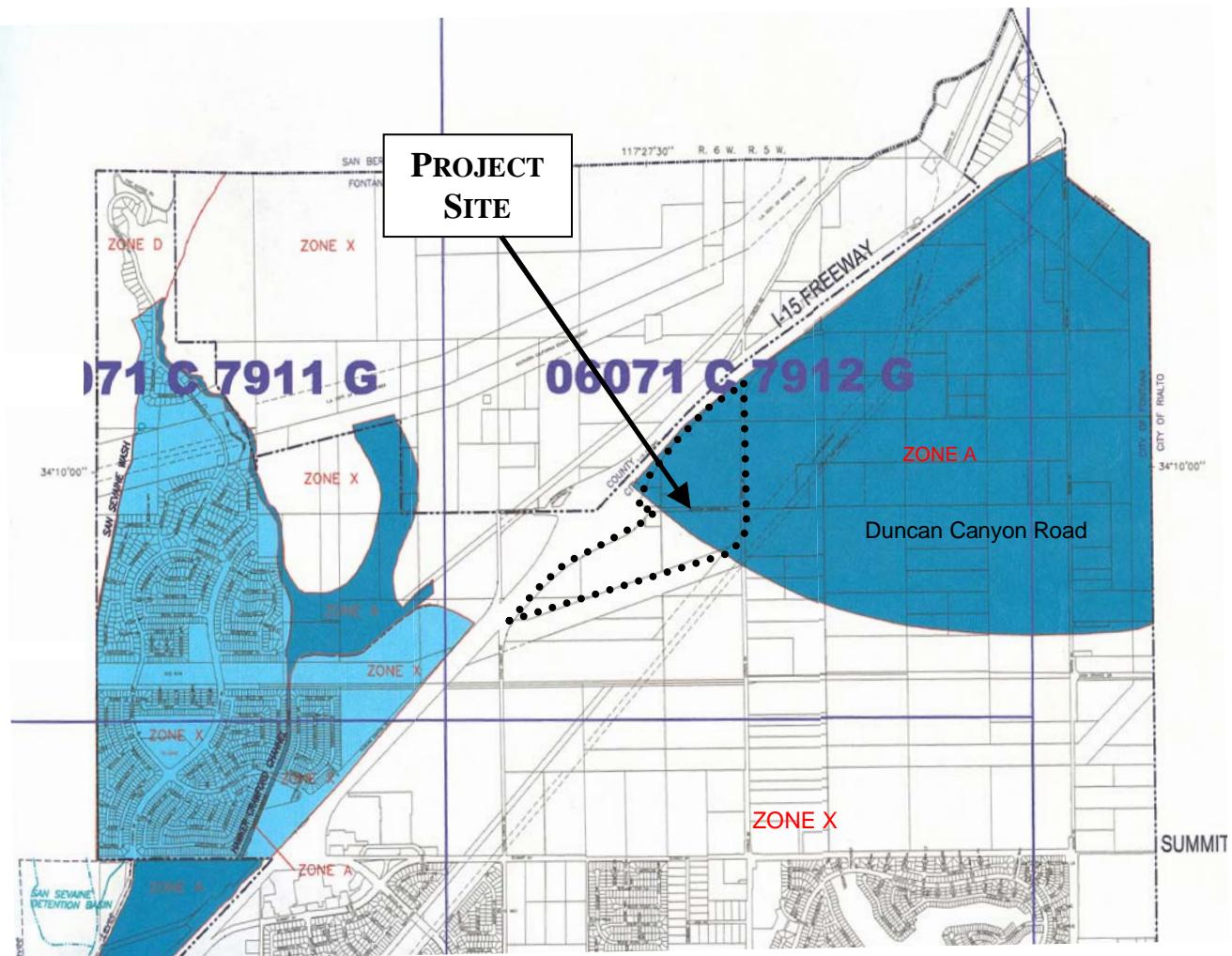
Flooding in the project area has been historically associated with overflows of Lytle Creek and associated drainages during heavy rainfalls. Based on the Flood Insurance Rate Maps of the Federal Emergency Management Agency, the northern section of the project site is located within the 100-year floodplain and subject to flood hazards. The southern section of the site is not within the floodplain and is not subject to flood hazards. Figure 4.8-2, *Flood Hazards*, shows the flood hazards in the project area.

There are no dams, reservoirs, or large bodies of open water near the site. Thus, there are no dam inundation or seiche hazards on the site. The site is also not subject to hazards associated with a tsunami (tidal waves) due to its inland location.

4.8.2 Threshold of Significance

According to Appendix G of the CEQA Guidelines, a project could have a significant adverse impact on hydrology and water quality, if its implementation results in any of the following:

VENTANA AT DUNCAN CANYON SPECIFIC PLAN



Zone A - Areas within the 100-year floodplain where no base flood elevations have been determined

Zone X – Areas within the 500-year floodplain.

Zone X - Areas determined to be outside 500-year floodplain



Source: Flood Insurance Rate Map, 1997

FIGURE 4.8-2 FLOOD HAZARDS

- ◆ Violates any water quality standards or waste discharge requirements;
- ◆ Substantially depletes groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted);
- ◆ Substantially alters the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site;
- ◆ Substantially alters the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or
- ◆ Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; creates or contributes runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff;
- ◆ Otherwise substantially degrades water quality;
- ◆ Places housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map;
- ◆ Places within a 100-year flood hazard area structures which would impede or redirect flood flows;
- ◆ Exposes people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam; or, inundation by seiche, tsunami, or mudflow.

4.8.3 Environmental Impacts

Future development under the proposed *Ventana at Duncan Canyon Specific Plan* would result in the construction of structures and impervious areas that would lead to increases in runoff volumes from the site and the potential for pollutants to enter the stormwater.

Groundwater

Groundwater elevation at the nearest monitored well is approximately 490 feet below the ground surface. Thus, excavation and grading activities for development of the project would not be deep enough to affect the underlying groundwater resources. No groundwater wells are proposed on-site as part of the Specific Plan; thus, the project would create no direct impacts to the groundwater.

The proposed project would lead to a long-term demand for water and likely create an increase in groundwater pumping from local wells operated by the West Valley Water District (WVWD). The WVWD obtains its water supply from five separate groundwater basins (Lytle Creek, Rialto, Bunker Hill, Chino and North Riverside groundwater basins) and two surface water sources (Lytle Creek and the State Water Project). The Water Supply Assessment for the project, as prepared by the WVWD, indicates that there are adequate water resources to serve future development under the proposed Specific Plan. Water pumping of the underlying Rialto-Colton Basin is not regulated during normal conditions. However, during drought conditions, extraction rights are regulated to ensure overdraft conditions at the basin do not occur. The WVWD indicated it has available water supplies from its various sources to serve the proposed development under the Specific Plan under normal year, single-dry year, or multiple-dry year conditions to the year 2025. This assumes that limited pumping of the underlying groundwater basin would occur during a drought extending over multiple-dry years. Thus, no significant adverse impact on groundwater resources is expected with the project. Water service and demand are further discussed in Section 4.14.1 *Water Services*.

The water wells at the existing residence would not be utilized by future development on the site. If not properly removed or abandoned, construction activities could lead to destruction of the well, potential entry of contaminants to the casing and potential degradation of local groundwater resources. This well would need to be abandoned and capped to prevent adverse impacts to the underlying groundwater resources.

Impact 4.8.1: Existing water wells may pose hazards to the groundwater if not properly abandoned or capped.

The existing wells would have to be abandoned in accordance with California Well Standards and County Environmental Health Department permits and procedures. This would prevent potential contamination of the underlying groundwater.

No septic tank system is proposed for use by future residential and commercial developments under the proposed Specific Plan. The existing septic tank on the site would have to be removed as part of construction activities. If not properly removed or abandoned, construction activities could lead to destruction of the septic tank, disposal of contaminants into the soils and potential degradation of local groundwater resources.

Impact 4.8.2: Removal of the existing septic tank may pose hazards to the groundwater if not properly abandoned or removed.

The existing septic tank would need to be abandoned by a licensed contractor in accordance with the San Bernardino County Environmental Health Department's permits, procedures, and guidelines, to ensure that no adverse impacts on the soil and groundwater occur.

Surface Water

Stormwater Quality

The proposed project would generate wastewater, which may contain pollutants that could impact the groundwater or surface water resources in the area.

Construction activities associated with the project would lead to pollutants entering the storm drainage system. These may include construction debris, construction equipment fuels, oil and grease, construction materials and solvents, loose soils, organic waste materials, etc. Conveyance of these materials into the storm drain system would lead to pollutants which could degrade stormwater quality and downstream surface water sources.

The project will need to comply with the National Pollutant Discharge Elimination System (NPDES) General Permit for Construction Activity. This regulation requires the developer to file a Notice of Intent with the State Water Resources Control Board (SWRCB) and to prepare and implement a Stormwater Pollution Prevention Plan (SWPPP) for construction activities on sites of one acre or more. The SWPPP would identify erosion, sedimentation, and pollution control measures that would be implemented during construction activities, to minimize the discharge of pollutants into the stormwater and existing drainage channels to the maximum extent practicable.

Stormwater and wastewater from future residential and commercial on-site uses could also generate pollutants that may enter the storm drain system. These pollutant sources include runoff over parking

areas, landscaped irrigation overflows, waste and debris in the runoff path, vehicle wash downs, and other pollutant sources and activities that could potentially result in wastewater and pollutants affecting stormwater quality in the Hawker-Crawford Channel, San Sevaine Channel and the Santa Ana River. Residential uses are expected to generate organic wastes, nutrients, pesticides, oil and grease, sediments, and trash. Commercial uses may generate nutrients, pesticides, trash, sediments, oil and grease, heavy metals and organic compounds. Parking areas are expected to generate bacteria, nutrients, pesticides, sediments and oxygen-demanding substances.

Development projects that would generate urban runoff pollutants are required under the NPDES to implement a Water Quality Management Plan (WQMP), which identifies the site design, source control and treatment control best management practices (BMPs) that would effectively prohibit non-stormwater discharges from entering into the storm drain system and reduce the discharge of pollutants from stormwater conveyance systems to the maximum extent possible. Wastewater that violates discharge requirements would not be allowed in the storm drain system and would need to be treated on-site and/or conveyed to the sewer system, prior to disposal.

Thus, Water Quality Management Plans (WQMPs) would have to be prepared prior to the construction of residential villages and commercial structures at the site to identify post-construction source control, site design, and treatment control BMPs that would be implemented as part of the developments. These WQMPs may include the provision of on-site infiltration basins, filtration vaults/systems or other structural BMPs to reduce pollutants in the stormwater, prior to conveyance into the storm drain system. These BMPs may lead to a reduction in the development intensity and density of the project, to provide the needed area for these treatment systems.

Compliance with the NPDES regulations by future developments on the site would reduce stormwater pollution potential and prevent adverse impacts to stormwater quality.

As part of the City's stormwater pollution prevention program, the City has established a public education program to increase awareness on stormwater issues. This program shall be extended to future developments on the site. The City requires catch basin stenciling to discourage waste disposal into the storm drain system. Street sweeping of public streets is also provided by the City to remove and prevent debris from entering the storm drain system. Continued implementation of these city-wide programs would further reduce potential stormwater pollution from new developments. Implementation of these existing programs and compliance with NPDES mandates would prevent significant adverse impacts relating to stormwater runoff quality from occurring with the proposed project.

Since stormwater pollution control measures would be implemented by the project, coupled with city-wide programs for public awareness and runoff pollution prevention, pollutants that could impact the downstream Santa Ana River would be minimized. Runoff volumes from the site would also represent an insignificant amount of the runoff when compared to the water volume that is handled by the river, due to the size of the site compared to the size of the river's watershed. Thus, no significant adverse impacts are expected on water quality within the Santa Ana River. No conflict with the Water Quality Control Plan for the Santa Ana River would occur with the proposed project.

Runoff Volumes

The proposed project would change the existing hydrology of the site through the addition of impervious surfaces (buildings, roads, driveways, parking areas, pathways, etc.), resulting in increases in runoff volumes and the reduction in ground percolation. The increase in runoff volumes would result in greater

amounts of runoff that would be conveyed on local streets in this section of the City of Fontana, which does not have a developed storm drain system.

In accordance with City regulations, the project would have to provide for conveyance of on-site runoff to the existing storm drainage facilities in the project area, as well as the construction of the needed improvements to the infrastructure system to ensure adequate runoff conveyance and prevention of flood hazards.

Runoff from the site would need to be directed into inlets, catch basins, and curbs and gutters at individual planning areas and conveyed into the storm drain system that would be constructed to serve the project site. Area-wide facilities that would be constructed as part of the project include a box culvert on Duncan Canyon Road that would be connected to a future storm drain line east of the site along the alignment of Duncan Canyon Road; a storm drain line on Lytle Creek Road (north of Duncan Canyon Road) that would run south toward the box culvert on Duncan Canyon Road; and a storm drain line along Lytle Creek Road (south of Duncan Canyon Road) that would connect to an existing line southwest of the site.

As proposed, the project site would drain into two separate areas. The northern residential areas of the site (Planning Areas 5 and 6 north of Duncan Canyon Road) would drain into a proposed 33- to 45-inch storm drain line on Lytle Creek Road, with southerly flows on Lytle Creek Road toward an 8-foot by 10-foot reinforced concrete box culvert on Duncan Canyon Road. On Duncan Canyon Road, stormwater would flow westerly in the box culvert toward the I-15 Freeway, where it would connect to the storm drain line proposed as part of the interchange project and connecting to the Hawker-Crawford Channel to the west. Runoff from commercial developments in Planning Areas 1 and 8 would drain into a 30-inch storm drain line that would connect directly into the box culvert on Duncan Canyon Road.

For this northern area, the residential developments in Planning Areas 5 and 6 would be constructed prior to the construction of the box culvert on Duncan Canyon Road, and runoff from the residential areas would be directed into retention/detention basins to be provided within Planning Areas 1 and 8 in the interim. Prior to development of the commercial uses in Planning Areas 1 and 8 (north of Duncan Canyon Road and east of the I-15 Freeway), the box culvert would be constructed on Duncan Canyon Road and would be connected to the box culvert proposed with the I-15/Duncan Canyon Interchange project. Upon completion of the box culvert on Duncan Canyon Road, the interim retention/detention basins would be removed and runoff from the residential areas would be redirected into the box culvert on Duncan Canyon Road for disposal into the Hawker-Crawford Channel, west of the I-15 Freeway.

If the commercial uses in Planning Areas 1 and 8 are built prior to the completion of the box culvert at the I-15/Duncan Canyon Interchange, an interim retention basin with approximately 8.7 acre-feet of capacity would be provided at the southern section of Planning Area 2. A 51-inch RCP outlet pipe would convey runoff from the box culvert south into the basin.

The southern section of the site (within Planning Areas 2, 3, 4, 7, 9 and 10) would drain southerly and southwesterly into an existing 66-inch reinforced concrete pipe on Lytle Creek Road, with the pipe currently ending at the MWD easement in the Citrus Heights development, south of the site. A 27- to 48-inch reinforced concrete storm drain line would be constructed on the site along Lytle Creek Road and would connect to this line. Several 21- to 33-inch lines would convey runoff from Planning Areas 2, 3, 4, 7, 9 and 10 to the proposed main line on Lytle Creek Road.

The change in drainage patterns that would occur with the project would be internal to the site and would not adversely impact the regional hydrology or the drainage flows in the surrounding area. Runoff from the site would flow into on-site retention/detention basins and into the proposed lines on Duncan Canyon Road and Lytle Creek Road, toward the existing storm drainage facilities west of the I-15 Freeway and south of the site. On-site storm drainage facilities would be constructed in accordance with the City's Master Drainage Plan and as approved by the City Engineer. This will ensure that adequate capacity is provided to serve the site and the upstream areas, as well as prevent the creation of flood hazards on-site and in downstream areas.

Minor changes to flows within downstream rivers, streams, or channels are expected, due to the size of the drainage areas on the site and the total size of the tributary area to each drainage watershed. Runoff from the site would also not be large enough to affect the course of a stream or river. No significant adverse impacts are expected.

Flood Hazard

The northern portion of the project site is located within the 100-year floodplain, as designated in FEMA Flood Insurance Rate Maps. However, the site is no longer subject to surface water flows associated with Lytle Creek due to the construction of levees along the creek. Thus, future development in the northern section of the site would not be exposed to flood hazards.

In addition, the project would construct the necessary storm drain infrastructure to convey runoff and flood waters on the site into the storm drain system serving the site and North Fontana. This would eliminate the potential for flooding downstream areas of the site and would remove existing flood hazards on the site.

Future development on the project site would also include the grading of building pads to direct stormwater runoff into the proposed on-site drainage system of curbs and gutters, storm drain lines, and interim retention basins. It will also include the construction of area-wide storm drain infrastructure on Duncan Canyon Road and Lytle Creek Road, along with the provision of storm drain lines on the site to adequately handle the stormwater volume generated by future developments within individual planning areas of the *Ventana at Duncan Canyon Specific Plan*.

While flood hazards are not expected to be present at the site, a portion of the site remains designated as being within the 100-year floodplain. Thus, the proposed project would need to provide hydrology studies and other documents needed to obtain approval from the Federal Emergency Management Agency (FEMA) to revise the limits of the floodplain and remove the 100-year floodplain designation on the site. No significant adverse impacts related to flooding are expected.

4.8.4 Standard Conditions and Mitigation Measures

Standard Conditions

The proposed project would generate wastewater and runoff pollutants that could affect stormwater quality and would also increase runoff volumes from the site. The implementation of the following standard conditions would prevent adverse impacts on stormwater quality:

Standard Condition 4.8.1: The project shall comply with the NPDES General Permit for Construction Activity, which requires projects on one acre or more to notify the RWQCB and

implement a Stormwater Pollution Prevention Plan (SWPPP) for construction activities.

Standard Condition 4.8.2: The project shall comply with the NPDES regarding the development and implementation of a Water Quality Management Plan for permanent source and treatment control measures and other best management practices for long-term stormwater pollutant mitigation.

Standard Condition 4.8.3: The project shall provide the necessary on-site and off-site storm drain infrastructure to connect to the City of Fontana's storm drainage system, in order to prevent the creation of flood hazards on-site and in downstream areas, as approved by the Fontana City Engineer.

Standard Condition 4.8.4: The project shall provide the needed storm drain infrastructure and documentation shall be submitted to the Federal Emergency Management Agency to amend the designated floodplain and obtain a Conditional Letter of Map Revision (CLOMR) prior to development of the northern section of the site.

Mitigation Measures

Implementation of the mitigation measures below would prevent potential adverse impacts on groundwater resources:

Mitigation Measure 4.8.1: The existing water wells shall be properly abandoned and capped prior to rehabilitation of the existing residence, in accordance with California Well Standards and County Environmental Health Department permits and procedures.

Mitigation Measure 4.8.2: The existing septic tank shall be properly abandoned and removed prior to rehabilitation of the existing residence, in accordance with San Bernardino County Environmental Health Department permits and procedures.

4.8.5 Unavoidable Significant Adverse Impacts

Future development under the proposed *Ventana at Duncan Canyon Specific Plan* would increase off-site runoff volumes and has the potential to generate stormwater pollutants. Groundwater resources may be affected by improper removal of the existing well and septic tank. No significant adverse impacts on water and hydrology are anticipated from the project, with implementation of the standard conditions and mitigation measures. Thus, no unavoidable significant adverse impacts are expected.

SECTION 4.9: BIOLOGICAL RESOURCES

4.9 BIOLOGICAL RESOURCES

A Biological Constraints Analysis was prepared by PCR Corporation in August 2005 and a Biological Assessment was completed by Pacific Southwest Biological Services in March 2006. These reports identify existing plant and animal life on the site, as well as analyze the project's potential impacts on sensitive biological resources. In addition, a San Bernardino Kangaroo Rat Presence/Absence Trapping Study was completed in November 2005 by Pacific Southwest Biological Services and a Phase II and Phase III Burrowing Owl Survey completed by Foothill Associates in May 2006. These studies are provided in Appendix H of this EIR and their findings are summarized below.

4.9.1 Environmental Setting

The project site is part of the alluvial fan of Lytle Creek and is largely vacant and undeveloped, except for a residence and associated accessory structures located south of Duncan Canyon Road and east of Lytle Creek Road. The site has a slight slope to the southwest, with the undeveloped portions of the site consisting of disked fields. Five east-west trending windrows of eucalyptus trees are present at the northern section of the site and a number of mature trees are found near the residence and accessory structures. Duncan Canyon Road is a two-lane roadway running east-west through the center of the site.

Existing Vegetation

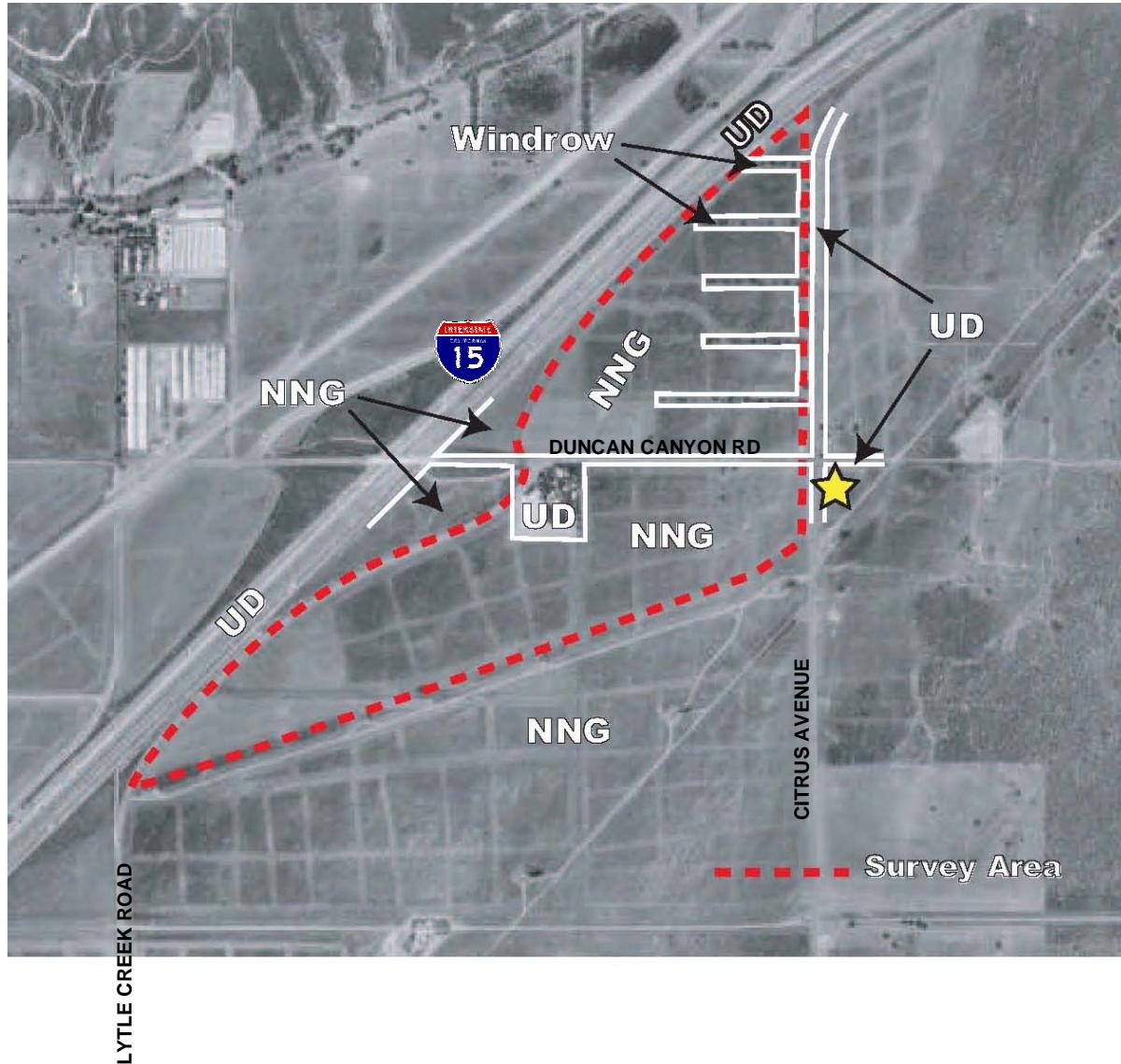
The California Natural Diversity Database indicated that 3 sensitive plant communities (Riversidean Alluvial Fan Sage Scrub, Southern Riparian Forest, and Southern Sycamore Alder Riparian Forest) occur in the vicinity of the site. However, these communities were not observed on the site. Habitats for sensitive plants indicated by the California Natural Diversity Database were also not observed. Vegetation communities on the site include non-native grassland and urban/developed areas, as shown in Figure 4.9-1, *Existing Vegetation*.

Non-native grassland consists of non-native annual grasses on clay soils. These grasses germinate in the fall when rain begins, grow during winter and spring, and wither in early summer. The non-native grassland areas are found on the majority of the site (93 acres), in undeveloped portions and open fields at the northern, eastern, and southern sections of the site. The fields appear to be disked regularly and do not support native vegetation. Plants in the non-native grassland areas include wild oat, ripgut grass, soft chess and red brome. Non-native grassland provides foraging habitat for raptors. Rodents and raptors were observed foraging in these areas on the site. No raptors nests were observed in the windrows; although the eucalyptus trees and nearby power transmission poles offer perching areas for raptors and other bird species.

The urban/developed areas on the site include areas developed with buildings, roads, driveways, landscaped areas, and fire buffer zones. These areas cover approximately 5 acres of the site and include the existing residence and accessory structures, Lytle Creek Road, Citrus Avenue, and Duncan Canyon Road. Due to the high level of ground disturbance in these areas, only the most ruderal plant species are present.

Plants

During the biological assessment alone, 45 plant species were observed on the site during the biological assessment surveys, of which 23 species are non-native. The high number of non-native species indicates long-term disturbance of the site. Specific plant species found on the project site during the various surveys are listed in Table 4.9-1, *Plant Species*.



★ Burrowing Owl Sighting

▲ N

FIGURE 4.9-1
EXISTING VEGETATION

TABLE 4.9-1
PLANT SPECIES

Scientific Name	Common Name
DICOTYLEDONS	DICOT FLOWERING PLANTS
Amaranthaceae <i>Amaranthus albus</i> *	Amaranth family Tumbleweed
Apocynaceae <i>Nerium oleander</i> *	Dogbane family Oleander
Asteraceae <i>Ambrosia psilostachya</i> <i>Ambrosia acanthicarpa</i> <i>Artemisia californica</i> <i>Conyza canadensis</i> * <i>Encelia farnosa</i> <i>Gnaphalium californicum</i> <i>Helianthus annuus</i> * <i>Heterotheca grandiflora</i> <i>Stephanomeria virgata</i>	Sunflower family Western ragweed Annual bursage California sagebrush Horseweed Brittlebush California everlasting Western sunflower Telegraph weed Virgate Wreath plant
Boraginaceae <i>Amsinkia intermedia</i> <i>Cryptantha intermedia</i>	Borage family Fiddleneck Popcorn flower
Brassicaceae <i>Hirschfeldia incana</i> * <i>Sisymbrium irio</i> * <i>Brassica nigra</i> <i>Descuriana</i> sp.	Mustard family Short-pod mustard London rocket Black mustard Tansy mustard
Cactaceae <i>Opuntia littoralis</i>	Cactus family Mesa Prickly-pear
Caprifoliaceae <i>Sambucus mexicana</i>	Honeysuckle family Blue elderberry
Chenopodiaceae <i>Salsola tragus</i> *	Saltbush family Russian thistle
Euphorbiaceae <i>Croton californicus</i> <i>Eremocarpus setigerus</i> <i>Ricinus communis</i>	Spurge family Common Croton Doveweed Castor bean
Fabaceae <i>Lupinus sparsiflorus</i> <i>Lotus scoparius</i>	Legume (pea) family Coulter's lupine Deerweed
Geraniaceae <i>Erodium moschatum</i> * <i>Erodium cicutarium</i>	Geranium family White-stem filaree Red-stem filaree

TABLE 4.9-1
PLANT SPECIES

Scientific Name	Common Name
Hydrophyllaceae <i>Eriodictyon trichocalyx</i>	Waterleaf family Yerba santa
Lamiaceae <i>Marrubium vulgare*</i> <i>Salvia apiana</i> <i>Salvia mellifera</i>	Mint family Horehound White sage Black sage
Myrtaceae <i>Eucalyptus camaldulensis*</i> <i>Eucalyptus globulus*</i>	Myrtle family Murray red gum Tasmanian blue gum
Oleaceae <i>Olea europaea*</i>	Olive family Mission olive
Platanaceae <i>Platanus racemosa</i>	Sycamore family Western sycamore
Polygonaceae <i>Eriogonum fasciculatum</i> <i>Eriogonum gracile</i> <i>Eriogonum californica</i>	Buckwheat family Interior flat-top buckwheat Slender buckwheat California buckwheat
Solanaceae <i>Datura wrightii</i> <i>Datura meteloides</i> <i>Nicotiana glauca</i>	Nightshade family Western Jimsonweed Jimsonweed Indian tobacco
<i>Phacelia cicutaria</i> <i>Stephanomeria sp.</i> <i>Lamarckia aurea</i> <i>Eriophyllum confertiflorum</i> <i>Hazardia squarossa</i> <i>Pinus halepensis</i> <i>Raphanus sativa</i> <i>Vulpia sp.</i>	Caterpillar phacelia Stephanomeria Goldentops Golden yarrow Gum plant Aleppo Pine Wild radish Fescue
MONOCOTYLEDONS	
Poaceae <i>Avena barbata*</i> <i>Bromus diandrus*</i> <i>Nassella lepida</i> <i>Bromus madritensis</i> <i>Bromus tectorum</i> <i>Hordeum murinum</i> <i>Lolium perene</i> <i>Schismus barbatus</i>	MONOCOT FLOWERING PLANTS Grass family Slender wild oat Ripgut brome Foothill needlegrass Red brome Cheatgrass Wild barley Ryegrass Mediterranean grass
* Non-native plants	
Source: Biological Assessment, 2005	

No sensitive plant species were observed on the site nor are they expected to occur due to the disturbed conditions and regular disking of the property.

Wildlife

During the various surveys conducted on the site, 34 animal species, including 21 bird species, 7 mammals, 5 reptiles and 1 butterfly species were observed on the site. Table 4.9-2, *Animal Species*, lists the different animal species observed on the project site.

TABLE 4.9-2
ANIMAL SPECIES

Scientific Name	Common Name
BUTTERFLIES	
Pieridae <i>Colias eurytheme</i>	Orange sulfur
REPTILES	
Phrynosomatidae <i>Sceloporus occidentalis</i> <i>Uta stansburiana</i> *	Lizards Western Fence lizard Side-blotched lizard
Teiidae <i>Cnemidophorus tigris mundus</i> *	Whiptails Western whiptail
BIRDS	
Cathartidae <i>Cathartes aura</i> *	Vultures Turkey vulture
Accipitridae <i>Buteo jamaicensis</i>	Kites, hawks and eagles Red-tailed hawk
Falconidae <i>Falco sparverius</i>	Falcons American kestrel
Columbidae <i>Senaida macroura</i> <i>Columba livia</i>	Pigeons and doves Mourning dove Rock dove
Laniidae <i>Lanius ludovicianus</i>	Shrikes Loggerhead shrike
Corvidae <i>Corvus brachyrhynchos</i> * <i>Corvus corax</i>	Crows and ravens American crow Common raven
Mimidae <i>Mimus polyglottos</i> *	Mockingbirds and thrashers Northern mockingbird
Sturnidae <i>Sturnus vulgaris</i>	Starlings European starling
Parulidae <i>Dendroica coronata</i>	Wood Warblers Yellow-rumped warbler

TABLE 4.9-2
ANIMAL SPECIES

Scientific Name	Common Name
Emberizidae <i>Amphispiza bellii</i> <i>Passerculus sandwichensis</i> <i>Zonotrichia leucophrys</i> <i>Junco hyemalis</i> <i>Pooecetes gramineus</i>	Towhees and sparrows Sage sparrow Savannah sparrow White-crowned sparrow Dark-eyed junco Vesper sparrow
Icteridae <i>Sturnella neglecta</i> <i>Euphagus cyanocephalus</i>	Blackbirds, meadowlarks and orioles Western meadowlark Brewer's blackbird
Fringillidae <i>Carpodacus neomexicanus*</i>	Finches House finch
<i>Tyto alba</i> <i>Calypte anna</i> <i>Sayornis nigricans</i> <i>Sayornis saya</i> <i>Eremophila alpestris</i> sp. <i>Anthus rubescens</i>	Barn owl Anna's humming bird Black phoebe Say's phoebe Horned lark American pipit
MAMMALS	
Leporidae <i>Sylvilagus audubonii</i> <i>Lepus californicus*</i>	Rabbits and hares Desert Audubon cottontail Black-tailed jackrabbit
Sciuridae <i>Spermophilus beecheyi</i>	Squirrels, chipmunks and marmots California ground squirrel
Geomysidae <i>Thomomys bottae</i>	Pocket gophers Botta's pocket gopher
Heteromyidae <i>Chaetodipus fallax fallax*</i> <i>Dipodomys simulans</i> <i>Peromyscus maniculatus</i> <i>Peromyscus eremicus</i>	Pocket mice and kangaroo rats Northwestern San Diego pocket mouse Dulzura kangaroo rat Deer mouse Cactus mouse
Canidae <i>Canis latrans</i> <i>Canis familiaris</i>	Foxes, wolves and relatives Coyote Domestic dog
<i>Felis domesticus</i>	Domestic cat

Source: Biological Assessment, 2005; Phase II Burrowing Owl Survey, 2006.

Sensitive Species

Based on review of the California Natural Diversity Database, a number of sensitive plant and animal species may be present on the site due to available habitat and observance of these species in nearby

areas. Table 4.9-3, *Sensitive Plant Species that may occur in the Area*, summarizes the status of sensitive plants that may occur on the site, their habitat requirements, and their probability for occurrence on-site.

TABLE 4.9-3
SENSITIVE PLANT SPECIES THAT MAY OCCUR IN THE AREA

SPECIES NAME	STATUS Federal/State/CNPS	HABITAT REQUIREMENTS	PROBABILITY OF OCCURRENCE
<i>Calochortus plummerae</i> Plummer's Mariposa Lily	FSC/None/1B (2-2-3)	Coastal scrub, chaparral, valley and foothill grassland, cismontane woodland, lower montane conifer forest. Rocky and sandy sites, us. Granitic or alluvial material, 100-1700 meters	Low: Site too disturbed.
<i>Chorizanthe parryi var. parryi</i> Parry's Spineflower	FSC/None/3 (?-2-3)	Coastal scrub, chaparral, especially dry slopes and flats, occurs in interface of 2 vegetation types, such as chaparral and oak woodland; dry, sandy soils, 40-1705 meters	Low: Site too disturbed.
<i>Chorizanthe xanti var. leucotheca</i> White-bracted Spineflower	None/None/1B (2-2-3)	Foothills and pine/juniper woodlands, desert scrub. 100-1600 meters	Low: Site too disturbed.
<i>Dodecahema leptoceras</i> Slender-horned Spineflower	FE/CE/1B (3-3-3)	Chaparral, coastal scrub (alluvial fan scrub). Historically from LA, RIV, SB Counties; extirpated from much of range. Flood-deposited terraces and washes; assoc. <i>Encelia</i> , <i>Dalea</i> , <i>Lepidospartum</i> , etc. 200-760 meters	Low: Site too disturbed.
<i>Eriastrum densifolium</i> ssp. <i>Sanctorum</i> Santa Ana River Woollystar	FE/CE/1B (3-3-3)	Coastal scrub, chaparral, especially sandy soils on river floodplains or terraced fluvial deposits, 150-610 meters	Low: Site too disturbed.
<i>Horkelia cuneata puberula</i> Mesa Horkelia	None/None/1B (2-3-3)	Chaparral, cismontane woodland, coastal scrub (especially foothill edge of Los Angeles Basin). Dry sandy or gravelly soil. 70-810 meters	Low: Site too disturbed.
<i>Lilium parryi</i> Lemon Lily	None/None/1B (2-2-2)	Lower montane conifer forest, meadows and seeps, riparian forest, upper montane conifer forest; esp. in wet, mountainous terrain, gem in forested areas; on shady edges of streams, in open boggy meadows and seeps, 1300-2790 meters	Low: Site too disturbed.
<i>Lycium parishii</i> Parish's Desert-thorn	None/None/2 (2-1-1)	Coastal scrub, Sonoran desert scrub; exact location not known, 305-1000 meters	Low: Site too disturbed.

TABLE 4.9-3
SENSITIVE PLANT SPECIES THAT MAY OCCUR IN THE AREA

SPECIES NAME	STATUS Federal/State/CNPS	HABITAT REQUIREMENTS	PROBABILITY OF OCCURENCE
<i>Symphyotrichum defoliatum</i> San Bernardino Aster	None/None/1 B (2-2-3)	Grassland and disturbed places up to 4500 feet in the San Gabriel and San Bernardino Mountains and the Peninsular Range.	Low: Site too disturbed.

Source: Biological Assessment, 2005.

As shown, sensitive plants are not expected to be present on the site due to the highly disturbed condition of the site. Also, none of these plant species were found during the biological surveys conducted on the site.

Table 4.9-4, *Sensitive Animal Species that may occur in the Area*, summarizes the status of sensitive animals that may occur on the site, their habitat requirements, and their probability for occurrence on-site.

TABLE 4.9-4
SENSITIVE ANIMAL SPECIES THAT MAY OCCUR IN THE AREA

SPECIES NAME	STATUS Federal/State/CNPS	HABITAT REQUIREMENTS	PROBABILITY OF OCCURENCE
Santa Ana Speckled Dace <i>Rhinichthys osculus</i>	None/None/CSC	Headwaters of Santa Ana and San Gabriel Rivers; requires permanent flowing streams with summer water temps of 17-20°C, usually shallow cobble and gravel riffles	None: No appropriate habitat on-site.
San Gabriel Slender Salamander <i>Batrachoseps gabrieli</i>	None/None/None	Known only from San Gabriel Mountains; Found under rocks, wood, fern fronds & on soil at base of talus slopes. Most active on surface in winter and early spring	None: No appropriate habitat on-site.
Mountain Yellow-legged Frog <i>Rana muscosa</i>	FE/None/CSC	Listing for populations in San Gabriel, San Jacinto and SB Mountains only; always found within a few feet of water; tadpoles may require up to 2 years to complete aquatic development	None: No appropriate habitat on-site.
San Diego Horned Lizard <i>Phrynosoma coronatum blainvillii</i>	FSC/None/CSC	Coastal sage scrub, chaparral in arid and semi-arid climate, esp. friable, rocky, or shallow sandy soils	None: No appropriate habitat on-site.
Belding's Orange-throated Whiptail <i>Aspidoscelis [Cnemidophorus] hyperythrus beldingi</i>	FSC/None/CSC	Coastal scrub (low elevation), chaparral, valley and foothill hardwood, especially washes and sandy areas with patches of brush and rocks	None: No appropriate habitat on-site.
Coastal California Gnatcatcher <i>Polioptila californica californica</i>	FT/None/CSC	Coastal sage scrub, below 2,500 feet in Southern California, especially low coastal scrub in arid washes, mesas and slopes	None: No appropriate habitat on-site.
Bell's Sage Sparrow	FSC/None/CSC	Coastal chaparral, coastal sage	None: No appropriate

TABLE 4.9-4
SENSITIVE ANIMAL SPECIES THAT MAY OCCUR IN THE AREA

SPECIES NAME	STATUS Federal/State/CNPS	HABITAT REQUIREMENTS	PROBABILITY OF OCCURENCE
<i>Amphispiza belli</i>		scrub, and sagebrush desert habitat	habitat on-site.
San Diego Black-tailed Jackrabbit <i>Lepus Californicus bennettii</i>	FSC/None/CSC	Variety of habitats including coastal sage scrub, chaparral, and desert scrub.	Low: marginal habitat occurs on-site.
Los Angeles Pocket Mouse <i>Perognathus longimembris brevinasus</i>	FSC/None/CSC	Lower elevation grasslands and coastal sage communities in LA Basin, especially open ground with fine sandy soils	Low: marginal habitat occurs on-site.
Pallid San Diego Pocket Mouse <i>Chaetodipus fallax pallidus</i>	None/None/SC	Desert wash, desert scrub, annual grasslands, sandy and gravelly soils.	Low: marginal habitat occurs on-site.
Northwestern San Diego Pocket Mouse <i>Chaetodipus fallax fallax</i>	FSC/None/CSC	Coastal sage scrub, chaparral, oak woodlands, and annual grasslands, sandy areas with rocks and gravel	Low: marginal habitat occurs on-site.
San Bernardino Kangaroo Rat <i>Dipodomys merriami parvus</i>	FE/None/CSC	Alluvial scrub vegetation on sandy loam substrates characteristic of alluvial fans and flood plains; needs early to intermediate seral stages	Low: marginal habitat occurs on-site.

Source: Biological Assessment, 2005.

Sensitive species that occur or may potentially occur on the site are discussed below.

Loggerhead Shrike – The Loggerhead Shrike is a federal and state Species of Concern. This status applies to animals not listed under the federal Endangered Species Act or the California Endangered Species Act, but are considered to be declining at a rate that could result in future listing or have historically been found in limited numbers and there are present threats to their existence.

The loggerhead shrike is a gray, black and white bird, with a slim tail, large head, hooked black beak and distinctive black mask. The loggerhead shrike is a resident of open foothills and lowlands in California and is known to forage over open ground within areas with short vegetation, in pastures with fence rows, old orchards, mowed roadsides, cemeteries, golf courses, riparian areas, open woodland, agricultural fields, desert washes, desert scrub, grassland, broken chaparral and beaches with scattered shrubs. They like to perch on posts utility lines and often use the edges of denser habitats. Three loggerhead shrikes were observed on the site.

San Bernardino Kangaroo Rat – The San Bernardino Kangaroo Rat (SBKR) is federally listed as an Endangered species and a State Species of Special Concern. The SBKR has long, strong hind legs and short, relatively small front legs. It feeds on the seeds of both annual and shrub species and on green vegetation and insects where available. Being a desert species, the SBKR obtains nearly all of its water from the food it eats and can subsist indefinitely on water from dry seeds. It forages in open ground and underneath shrubs, with burrows dug in loose soils, usually near or beneath shrubs.

The SBKR is a subspecies of the Merriam's kangaroo rat and is found in primary and secondary alluvial fan sage scrub habitats with sandy soils deposited by fluvial (water), rather than aeolian (wind), processes. They are also found in mature alluvial fan scrub and alluvial chaparral in areas adjacent to occupied alluvial fan scrub. The SBKR is confined to inland valley scrub communities found along rivers, streams and drainages. This includes the alluvial fan area of Lytle Creek.

Due to past habitat losses and potential future losses, the SBKR has been listed as an Endangered species and its critical habitat designated. The project site is located within the designated critical habitat for the SBKR, which includes areas north of Summit Avenue in North Fontana. Suitable habitat for the SBKR occurs on the site and the SBKR was recently detected near the project site.

A trapping study was conducted to determine the presence of SBKR on the site. The trapping session was conducted for five consecutive nights from November 3 to 7, 2005. Traps were located in six different areas of the site, containing sandy soils and open vegetation cover. No SBKR were captured during the 900 total trap nights, although the Dulzura kangaroo rat, deer mouse, Northwestern San Diego Pocket Mouse, and cactus mouse were captured. Since the SBKR was not trapped, it is not expected to be present on the site.

Northwestern San Diego Pocket Mouse - The Northwestern San Diego Pocket Mouse is a state Species of Special Concern. It is found in open sandy areas in the valleys and foothills of southwestern California. It prefers habitat similar to that preferred by the SBKR. The trapping survey on the site captured five of the Northwestern San Diego Pocket Mouse.

San Diego Desert Woodrat - The San Diego Desert Woodrat is a state Species of Special Concern. It prefers scrub habitats such as coastal sage scrub, chaparral and alluvial fan sage scrub. It is common in areas with rock piles and coarse sandy to rocky soils. The San Diego Desert Woodrat was not captured on-site but occurs near the site and could forage on the property or occur in trace numbers.

Los Angeles Pocket Mouse - The Los Angeles Pocket Mouse is listed as a California Species of Concern by the Department of Fish and Game. It forages in open ground and underneath shrubs and digs burrows in loose soils. The Los Angeles Pocket Mouse and the Northwestern San Diego Pocket Mouse occupy similar habitat but the Los Angeles Pocket Mouse has a more restrictive range, defined as the lower elevation grasslands and coastal sage scrub habitats in areas with fine sands. These habitats are similar to those of the SBKR, and include open sandy areas in the valleys and foothills of southwestern California. The Los Angeles Pocket Mouse was not captured on-site and is not expected to occur on the site.

Coastal California Gnatcatcher – The Coastal California Gnatcatcher (CAGN) is federally listed as a Threatened species and is a State Species of Special Concern. It is an obligate resident of coastal sage scrub habitats that are dominated by California sagebrush.

The project site is located within the designated critical habitat for the CAGN, which includes lands west of the I-15 Freeway and between the I-15 and I-215 freeways. However, the CAGN was not observed during the site surveys and no suitable habitat for the CAGN, which includes areas supporting buckwheat, California sage, and sparse chamise patches, was found on-site. With the absence of sage scrub, the CAGN is not expected to be present on the site.

Burrowing Owl - The burrowing owl is a federal Species of Special Concern that is found in natural and manmade burrows within grasslands, deserts, arid shrub lands, range lands, and agricultural fields with low-lying vegetation. The burrowing owl is a year-round resident of annual and perennial grasslands and breeds from March to August in pre-existing burrows created by small fossorial mammals or using man-made structures. The non-native grassland areas on-site provide potential habitat for burrowing owls.

A burrowing owl was observed just east of the site during the general biological surveys. A Phase II survey was subsequently conducted and no burrowing owls or evidence of use of the site by burrowing owls were observed during the survey. However, there were 121 burrows on the site, which are suitable for use by the burrowing owl, as found at scattered locations throughout the site. The presence of burrows, flat areas with low vegetation, and suitable nesting areas provide suitable habitat for the burrowing owl. Breeding season and winter season surveys would be needed to verify the presence of burrowing owls at the site.

A breeding season burrowing owl survey was conducted in April and May 2006, in accordance with the Burrowing Owl Survey Protocol and Mitigation Guidelines by the California Department of Fish and Game. Most of the burrows found and inspected were created and inhabited by California ground squirrels. No burrowing owls were observed on the site and no confirmable signs of burrowing owl (scat, pellets, feathers, and carcasses) were found. However, a pre-construction survey would be needed if construction begins more than 30 days following the last survey conducted on May 18, 2006.

Wetland Areas

Based on review of maps, past studies, and surveys of the site, there are no drainage channels, wetland areas, or hydric soils on or near the site. Thus, no areas subject to U. S. Army Corps of Engineers and California Department of Fish and Game jurisdiction are present.

Mature Trees

Section 28-60 of the City's Municipal Code calls for the preservation of Heritage, Significant and Specimen trees. Heritage trees are any tree or windrow (row of four trees or more) associated with the City's past or protected under state or federal regulations. Significant trees include the Southern California black walnut, coast live oak, deodara cedar, California sycamore, and London plane trees. Specimen trees include mature trees considered an excellent example of the species.

The survey of the project sites shows that there are five windrows, with approximately 185 Eucalyptus trees running east to west at the northern section of the site, west of Citrus Avenue. These windrows are considered Heritage trees under the City's Tree Preservation Ordinance. Trees near the residence include European olives, pepper, eucalyptus, palms and orange trees. No significant trees, such as Italian cypress trees, California black walnuts, or deodara cedar are present on the site. Also, no California sycamores, London plane, or coast live oak trees were found. However, European olive trees, which are considered Significant trees, are present near the residence.

Wildlife Corridors

Wildlife movement in the City of Fontana is confined to the northern foothills, which provide east-west movement through vacant and undeveloped lands. North-south movement through the City is largely restricted due to urban developments on the valley floor and the distance of nearby open space areas. The North Fontana area, including the project site, is located near the foothills of the San Gabriel and San Bernardino Mountains and consists largely of vacant lands. Thus, the site and the adjacent areas to the northeast, east and south provide a corridor for wildlife movement from adjacent vacant areas, with the I-15 Freeway forming a barrier to terrestrial animal movement.

Although a few animals may cross the site in a north-south direction, the site does not serve as a major corridor for animal movement on a regional basis.

Habitat Conservation Plan

The City of Fontana has developed a Multiple Species Habitat Conservation Plan (MSHCP) for North Fontana to address the critical habitats for the San Bernardino Kangaroo Rat (SBKR) and the California Gnatcatcher (CAGN) in this area. The MSHCP includes vacant lands north of Summit Avenue, including lands designated as open space in the City's Sphere of Influence. The proposed MSHCP calls for the payment of fees by new development in the North Fontana area. The fees would be used for the acquisition and preservation of off-site and on-site habitat areas to replace the sage scrub plant communities lost as a result of urban development. This plan is expected to be approved by the USFWS within the next year.

In the meantime, the City of Fontana adopted an interim program that is similar to the MSHCP, in that if protocol surveys for the SBKR and CAGN yield negative results, the developer shall pay a fee to the City for the future acquisition of preserved habitat. However, if CAGN or SBKR are found on the site, the habitat area shall be preserved and no development allowed on the occupied area until the MSHCP is adopted.

The project site is located within the proposed limits of this MSHCP but is located in areas identified as unsuitable habitat for the SBKR and CAGN in the MSHCP. As indicated earlier, no SBKR were found during the trapping surveys and the CAGN is not expected to be present on-site. The Critical Habitat for the San Bernardino Kangaroo Rat includes approximately 33,295 acres in San Bernardino and Riverside counties, including the area north of Summit Avenue in the City of Fontana, which encompasses the project site. The Critical Habitat for the California Gnatcatcher includes 495,795 acres of land in Los Angeles, Orange, Ventura, Riverside, San Bernardino, and San Diego counties. Unit 11 includes 14,990 acres along the foothills of the San Gabriel Mountains, including the North Fontana area and the site. The critical habitat designation means that if a federal nexus (project approval from the federal agency or use of federal funds) applies the site, consultation with the USFWS would be required.

4.9.2 Threshold of Significance

According to Appendix G of the CEQA Guidelines, a project could have a significant adverse impact on biological resources, if its implementation results in any of the following:

- ◆ Has a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service;
- ◆ Has a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service;
- ◆ Has a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means;
- ◆ Interferes substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites; or

- ◆ Conflicts with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; or, conflicts with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

4.9.3 Environmental Impacts

Future development associated with implementation of the proposed *Ventana at Duncan Canyon Specific Plan* would lead to a change in the existing plant and animal species and habitats on the site.

Vegetation Removal

Future development under the proposed *Ventana at Duncan Canyon Specific Plan* would lead to the removal of existing non-native grassland vegetation on the project site and their replacement with buildings, roadways, pavements, and landscaped areas with introduced plant materials. The proposed project would lead to the loss of vegetation and habitat throughout the entire site, including approximately 93 acres of non-native grassland and 5 acres of urban/developed land. Since on-site vegetation is not considered sensitive or native or natural, the loss of non-native grassland and urban/developed land would not present a significant adverse impact on biological resources.

The loss of on-site habitat during construction will make the existing site unavailable for wildlife species that may be using this habitat. It is anticipated that the common animal species present on the site would move to nearby vacant areas to the north, south and east during the construction phases of the project. Noise, dust and stormwater pollutant controls that would be implemented by the project during the construction phases would reduce impacts, as discussed in Sections 4.4, 4.6 and 4.8 of this EIR. Once developed, landscaped areas, trees and other on-site vegetation could serve as habitat for these animals. Significant adverse impacts are not expected.

Sensitive Species

While the project would remove existing vegetation on the site, there are no sensitive plant species on the site. Thus, no adverse impact on sensitive plants is expected.

Also, no CAGN or suitable habitat for the CAGN is present on the site. Focused surveys for the SBKR indicate that the site does not support this sensitive species. Thus, the proposed project would not lead to the disturbance or destruction of SBKR and CAGN. No adverse impact on the SBKR and CAGN is expected with the project.

Foraging Areas

The project site serves as foraging habitat for several Species of Special Concern. These include the Loggerhead Shrike and Northwestern San Diego Pocket Mouse that were observed on the project site. The San Diego Desert Woodrat could potentially inhabit the site.

Also, while raptors are not uncommon in southern California, urban development has eliminated the majority of open foraging habitats in the region. The proposed development under the *Ventana at Duncan Canyon Specific Plan* would add to the incremental loss of habitat for these species in the long term. Approximately 93 acres of foraging habitat would be lost with the proposed development. However, a

limited amount of suitable and occupied habitat is present on the site and there are open areas located near the site and throughout the region that would remain available as foraging areas.

The City of Fontana developed the North Fontana MSHCP to address the cumulative impacts to sensitive species in the area, including the incremental loss of foraging habitat. Under the City's interim program, the proposed development would have to pay fees for the incremental loss of non-native grassland and for the acquisition and preservation of off-site and/or on-site habitat areas. This would compensate for the loss of foraging habitat and impacts are expected to be less than significant.

Nesting Birds

The site may be serving as nesting habitat for a variety of bird species, although no active nests were observed on-site during the surveys. The open field nature of the site provides foraging areas for raptors, such as American kestrels and red-tailed hawks. However, raptors prefer remote or secluded locations for nesting, although some birds have been found to nest in urban locations. Several bird species, including migratory birds and the loggerhead shrike, were observed on the site and may nest there.

The federal Migratory Bird Treaty Act of 1918 states that migratory birds cannot be taken, pursued, hunted, captured, molested, or killed or their nesting sites destroyed without a permit from the USFWS. Nesting birds are protected under the California Fish and Game Code. Thus, while birds would likely fly out during grading and construction activities at the site, nesting birds may abandon their nesting sites due to noise and their young may be disturbed and destroyed during the removal of on-site vegetation and trees. The disturbance of breeding birds is considered a significant adverse impact.

Impact 4.9.1: Disturbance of breeding birds or removal of occupied nests would adversely impact migratory birds.

Occupied nests would have to be avoided during the breeding season (February 1 to August 31), through the flagging of active nests of migratory birds and protection of the area within a 300-foot radius or a 500-foot radius around active nests for raptors, until the birds have fledged. Grading and construction activities may resume in these areas after the birds have fledged. With landscaping of the site as part of the project, future nesting habitats would also become available.

Similarly, burrowing owls are protected under the Migratory Bird Treaty Act. There are suitable habitat areas for the burrowing owl even if the burrowing owl was not found during focused surveys on the site. Still, the owls have the potential to inhabit the site and impacts to nesting burrowing owls may occur during construction of the proposed developments. Burrowing owls are present during all times of the year and may utilize burrows on the site at any time. Thus, construction of the proposed residential and commercial developments, as planned under the *Ventana at Duncan Canyon Specific Plan*, could lead to the potential for disturbance of the burrowing owl. Disturbance of these owls is regarded as a potentially significant adverse impact.

Impact 4.9.2: Grading activities may lead to the disturbance or destruction of burrowing owls.

Since construction would begin more than 30 days after the last survey conducted on May 18, 2006, a pre-construction survey for the burrowing owl should be completed prior to ground disturbance to ensure that no nesting burrowing owls are disturbed or destroyed. If burrowing owls are found nesting at the site, a 300-foot buffer zone would have to be established around each burrow with an active nest until the

young have fledged and are able to exit the burrow. For occupied burrows without active nesting or active burrows after the young have fledged, passive relocation of the owls would have to be performed. This will involve installation of a one-way door at the burrow entrance.

Urban Interface

Dogs, cats and/or exotic plant species would be introduced into the area with the proposed development, which could potentially degrade the habitat and disturb/kill native wildlife species on adjacent undeveloped areas. Perimeter walls and fences would be provided along the site boundaries and along Citrus Avenue, Duncan Canyon Road, Lytle Creek Road, and the I-15 Freeway, as outlined in the Specific Plan document. These walls would limit the introduction of non-native species into the surrounding habitats. Impacts are expected to be less than significant.

Stormwater runoff from the project site may flow into adjacent lands and increase erosion and introduce urban pollution into the surrounding undeveloped areas. However, the site would be graded to direct stormwater into drainage lines that would be constructed on Duncan Canyon Road and Lytle Creek Road. No runoff would be allowed or directed into adjacent areas. Thus, urban runoff would not affect adjacent undeveloped lands and habitats.

Increase in on-site lighting levels would provide nocturnal predators an advantage over their prey. This could lead to a reduction of native wildlife in the surrounding area. However, lighting levels on site shall be directed into the site and not onto adjacent areas, as regulated under the outdoor lighting guidelines in the proposed Specific Plan and the City's performance standards. Light spillover would be avoided through the use of shields and the focus, direction and arrangement of exterior lights to minimize glare and light spillover, as stated in the Specific Plan document. Impacts are expected to be less than significant.

Wetlands

There are no wetland areas on the site that may be affected by the proposed project. No impact on wetlands would occur.

Tree Preservation

Future development of the site would lead to the removal of existing trees in areas proposed for structures or other impervious surfaces. Tree removal is subject to the City's Tree Preservation Ordinance (Section 28-60 of the Fontana Municipal Code), which states that heritage, significant or specimen trees should be preserved in place if feasible. If not, the tree shall be relocated subject to a written report by a certified arborist on the feasibility of transplanting the tree. If tree removal is necessary, any heritage, significant or specimen tree shall be replaced in accordance with the ordinance requirements. Any removal of these trees on the site would require a permit from the City, along with implementation of conditions for replacement, relocation, or preservation.

The proposed residential uses at the northern section of the site would lead to the removal of existing eucalyptus windrow trees on the site. These windrows are considered by the City as heritage trees and are protected under the City's Municipal Code. An arborist report and relocation or replacement of these trees would be needed, as required under the City's Tree Preservation Ordinance. While the olive trees

near the existing residence are proposed for preservation, removal of these trees may also occur. Again, compliance with the City's Tree Preservation Ordinance would be necessary.

The proposed project would include the provision of trees as part of future commercial and residential uses. The landscaping standards in the Specific Plan call for the planting of a line of Italian cypress on both sides of Duncan Canyon Road, with olive or oak trees at the center median for the segment west of the bridge. Olives or oaks would be planted along the parkways and medians east of the bridge, along with a secondary row of pine trees at the landscaped setback areas. Evergreen elms and pine trees would be planted along Lytle Creek Road, with London plane trees on the medians and parkways of Citrus Avenue, with a secondary row of pine trees on the landscaped setback areas. Tipuana trees would be planted on the parkways and landscaped setbacks of collector streets. Individual planning areas and developments are also required to provide landscaping on at least 15 percent of the site area. Thus, the trees that would be planted on the site are expected to be in excess of the number of trees that would be removed. The project would have to comply with the City's Tree Preservation Ordinance regarding the permit and replacement of trees that would be removed. Impacts on trees would be less than significant.

Wildlife Movement

While the vacant site is probably used by wildlife to move from one vacant location to another in the North Fontana area, the site does not serve as a major wildlife corridor for the region. Also, there are nearby open areas that may be utilized as wildlife corridors. These include the 200- to 250-foot wide SCE right-of-way that is located along the southern edge of the site and connected to other SCE utility corridors in North Fontana, as well as vacant lands to the north, east and south of the site. No significant adverse impact on wildlife corridors is expected with the proposed project.

MSHCP Consistency

The Multi-Species Habitat Conservation Plan for North Fontana is expected to be adopted in the near term. The proposed *Ventana at Duncan Canyon Specific Plan* would need to comply with the mandates of this MSHCP when it is adopted prior to the development of the project. Prior to MSHCP adoption, the project will comply with the interim program by the City through the payment of fees. Payment of MSHCP fees by the proposed project would provide mitigation for the project's incremental impacts on the loss of habitat areas for sensitive plants and animals through the conservation of off-site habitat.

4.9.4 Standard Conditions and Mitigation Measures

Standard Conditions

The proposed project would lead to the loss of existing vegetation and animal habitats on the site. The implementation of the following standard conditions would prevent impacts related to the removal of existing vegetation and trees:

Standard Condition 4.9.1: The removal of trees on-site shall be subject to the City's Preservation of Heritage, Significant and Specimen Trees (Municipal Code Section 28-60) for the replacement of any Heritage, Significant and Specimen Trees that may be affected by the project.

Standard Condition 4.9.2: In accordance with the City's Interim Program for the North Fontana MSHCP, the developer shall pay a fee for the future acquisition of preserved habitat for sensitive species.

Mitigation Measures

The following mitigation measures would reduce impacts to nesting birds and burrowing owls:

Mitigation Measure 4.9.1: If project construction will commence during the bird breeding season (February 1 to August 31 of each year), a pre-construction survey shall be conducted on each site and adjacent open areas to determine the presence of nesting birds. Active nests for migratory birds and the areas within a 300-foot radius or a 500-foot radius around active nests for raptors shall be flagged and protected from clearing or grading activities until the birds have fledged.

Mitigation Measure 4.9.2: A burrowing owl survey shall be conducted no more than 30 days prior to the onset of construction to ensure avoidance of this species. If no occupied burrows are found, a report shall be submitted to the City and construction may begin without further actions. If owl burrows are found, a 300-foot buffer zone shall be established around each burrow with an active nest until the young have fledged and are able to exit the burrow. For occupied burrows without active nesting or active burrows after the young have fledged, passive relocation of the owls would be performed. This will involve installation of a one-way door at the burrow entrance. The Burrowing Owl Survey Protocol and Mitigation Guidelines (CBOC, 1993) shall be utilized for current methods for passive relocation of any owls found during the survey. A qualified biologist shall conduct the relocation activities and provide construction monitoring during construction activities near the burrows.

4.9.5 *Unavoidable Significant Adverse Impacts*

Future development under the proposed *Ventana at Duncan Canyon Specific Plan* would lead to loss of existing vegetation and animal habitats on the site and may impact migratory birds and burrowing owls. The implementation of standard conditions would reduce impacts associated with the loss of existing plant communities and animal habitats. Implementation of the mitigation measures above would prevent adverse impacts on migratory birds, raptors and burrowing owls to below a level of significance. No unavoidable significant adverse impacts are expected after mitigation.

SECTION 4.10: CULTURAL RESOURCES

4.10 CULTURAL RESOURCES

A Cultural Resource Study and Historic Evaluation, dated May 2006, was prepared by ASM Affiliates to identify cultural resources which may be present on-site and to determine the project's potential impacts on these cultural resources. The findings of the study are summarized below, and the complete study is provided in Appendix I of this EIR.

4.10.1 Environmental Setting

Historical Overview

Occupation during the Paleo-Indian period of North America and Southern California begins with the crossing of man from Siberia, from the Bering Strait and into North America, which is estimated to have occurred approximately 14,000 years before present (YBP) to 11,000 YBP. The initial migration is believed to have occurred due to the reduction of the Laurentide Ice Sheet along the Alaskan Coast and Yukon interior. The earliest dated human settlement was the Meadowcroft Rockshelter in Pennsylvania, dated at around 12,000 YBP. In California, late Paleo-Indian/early Archaic sites include occupation sites, butchering stations, and burial grounds located near extinct desert valley lakes, caves and the Channel islands. Lakeshore sites have been identified through artifacts such as large projectile points, debitage, and fire-cracked rock concentrations.

The occupation of Southern California, including the San Bernardino region, is generally defined by the types of artifacts found in the area. The San Dieguito Complex (predating 6,000 BC) was characterized by the presence of large projectile points and scrapers, suggesting the reliance on hunting, rather than gathering. The Milling Stone Horizon (6,000 to 1,000 BC) was characterized by milling stones, hand stones, and tools used for seed gathering and processing. The Sayles Complex (1,000 BC to AD 1,000) provided milling stones, hand stones, percussion-flaked core and flake tools, plano-convex scrapers, choppers, and hammer stones, as well as cogstones, quartz crystals and projectile points. The late Prehistoric Horizon (AD 1,000 to European Contact) was characterized by the presence of small projectile points, the bow and arrow, steatite bowls and trade items, asphaltum, cremation urns and grave goods, mortars, pestles, and bedrock mortars.

The project area is located within the territory of the Gabrieleno and Serrano Indians. The Gabrielenos were associated with the Mission San Gabriel and found in the San Gabriel Valley, San Bernardino Mountains, and the Los Angeles basin. The Gabrielenos spoke a language from the Cupan group of the Takic subfamily of the Uto-Aztec language family. They were largely semi-sedentary hunter-gatherers, headed by a chief. Around 1,770 AD, there were approximately 5,000 persons within 100 small villages of 50 to 200 people each in the region. They settled in the fertile bottomlands between the Pacific Coast, from Malibu to San Pedro Bay and south to Alto Creek and into Temescal Canyon and the San Bernardino area until the headwaters of the San Gabriel River.

In the 1840's, Spanish grants in the San Bernardino area included the El Muscupiabe Rancho, San Bernardino Rancho, the Bandini and Rubidoux ranchos, the Chino Rancho and the Cucamonga Rancho. The mesa where Fontana is now located was not part of a Spanish land grant, since it was too dry for settlement. In 1851, the Mormons bought the San Bernardino Rancho and established a town, with a group of settlers under Captain Andrew Lytle camping at the mouth of Lytle Creek Canyon. A road cut through the brush between San Bernardino and Rancho Cucamonga, which is now Foothill Boulevard.

Gold was found in Lytle Creek in the 1860's and settlers came to the area after the Homestead Act in 1862. These settlers claimed 40-acre parcels of government-owned land, provided they live on the parcel and made

improvements within five years. The area between the old Muscupiabe Grant and the Etiwanda Colony, known as Grapeland, attracted homesteaders, and three Perdew brothers raised peaches, grapes and other fruits in the area. Michael San Sevaine, Thomas Hawker and Victor de Lor were other early settlers.

When the Southern Pacific Railroad reached Colton in 1883 and the Santa Fe Railroad line from Los Angeles to San Bernardino was completed in 1885, more settlers came to the Grapeland area, with 19 families by 1886. The town had two schools, a post office, and small ranches along Lytle Creek Road and Summit Avenue. The Perdew School was founded in 1885 at the project site, and opened with 43 students. The Grapeland School District, at the corner of Summit and San Sevaine Avenues was founded in 1892. The post office was used from 1889 to 1905.

The Grapeland Irrigation District was formed in 1890 to construct a water conveyance system for the town. A reservoir, Sierra Vista Reservoir, was built in 1892 to contain water diverted from Lytle Creek. Homesteaders soon planted citrus orchards, vineyards and olive orchards in anticipation of a steady supply of water. A tunnel and concrete ditches were also built for the water system. However, a suit filed by the Lytle Creek Water and Improvement Company against the Grapeland Irrigation District led to a court decision that the Grapeland Irrigation District had no water rights to Lytle Creek water, except to surplus water. Then, the district ceased to operate. The farms and ranches were subsequently abandoned due to the lack of water and the post office closed in 1905. However, some residents remained and cultivated dryland grapes. In 1926, Crawford Canyon Mutual Water Company was formed and provided water to the area but not in quantities to allow the irrigation of crops. Vineyards and crops were raised through dry irrigation. Between 1960 and 1965, speculators started buying the vineyards but did not continue their cultivation.

Archaeological Resources

The project site is not located in an area identified in the Fontana General Plan as having high sensitivity for prehistoric archaeological resources or a relative concentration of historic-era buildings. Several archaeological surveys have been completed in the area and resources that were found included rock circles, irrigation canals and reservoir, structural remains, homestead site, wells, roads, and power transmission lines. Three of these resources are located on the site. These included the Grapeland community, the winery and the Perdew School site. No new archaeological or cultural resources were identified during the survey of the site.

Paleontological Resources

No paleontological resources have been identified in the City of Fontana or the site, based on the Fontana General Plan. The site is relatively flat and is highly disturbed due to past agricultural uses and ongoing and regular discing. However, native soils that underlie the near-surface may have a potential for containing paleontological resources.

Historic Resources

Several surveys have been completed on the site and the surrounding area, identifying the presence of historic sites and resources. Four historic resources are specifically present on the site. These include the foundation of a historic school, the remnants of a historic residence, a series of windrows, and a historic winery complex. Figure 4.10-1, *On-site Cultural Resources*, shows the general locations of these resources.

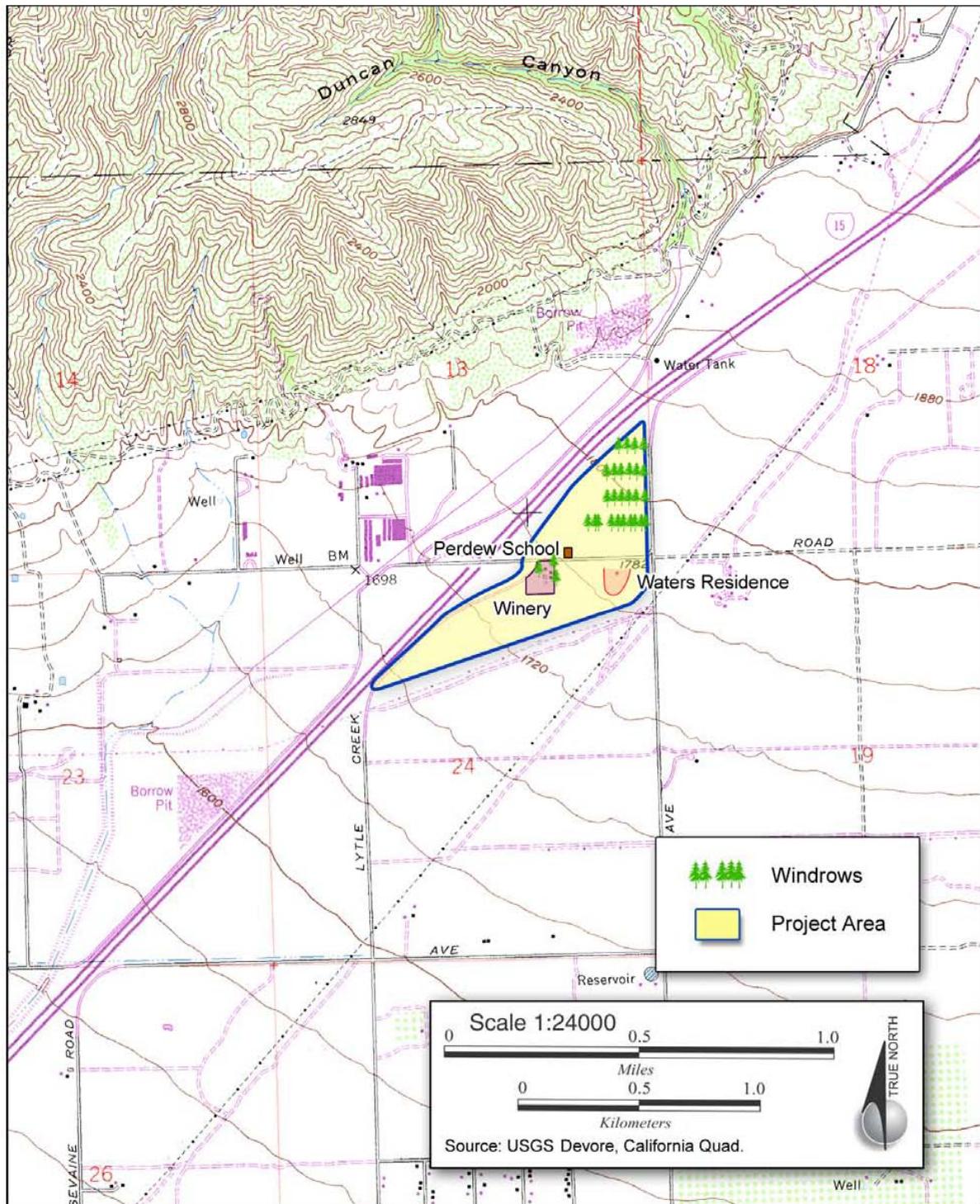


FIGURE 4.10-1
ON-SITE CULTURAL RESOURCES

The USGS survey in 1901 shows the presence of the Perdew School on the site. This school was one of the schools serving the Grapeland community and was founded on land donated by the Perdew family in 1885. With the abandonment of farms and ranches due to the lack of water, enrollment dropped and the school was closed. The cobblestone and concrete foundations recently found north of Duncan Canyon Road were identified as the site of the former Perdew School. Based on a ground-penetrating survey, no subsurface deposits are present at this location and the foundation remains are not eligible for the California Register.

Historic surveys identified the presence of the Waters house at the southwestern corner of Duncan Canyon Road and Citrus Avenue since 1885. Subsequent surveys show the house remained occupied until 1942. Based on aerial photographs of the area, the structure was abandoned or demolished sometime in the 1980's. Today, the remains of the Waters residence are present at the eastern section of the project site. Subsurface anomalies were detected by a ground penetrating radar survey of this area, suggesting the presence of subsurface features and deposits. Subsequently, subsurface testing was completed at the location of the anomalies, which indicated the presence of historic and modern trash and building material debris. No features or intact deposits were found.

Five rows of eucalyptus trees are present at the northern section of the site, running west from Citrus Avenue. These trees may have been planted to protect local crops from the Santa Ana winds. The scale of these windrows was originally small and protected a single landholding. They have since been altered by the freeway construction and no longer represent a significant, community-wide landscape feature. These windrows are not considered eligible for the California Register.

The Lytle Creek Winery complex consists of nine buildings built in the 1880's to the late 1940's. The house, stables and barn were built in the 1880's and the house was one of the earliest houses in the Grapeland community. The buildings include a main house, a wine cellar, warehouses, barn, garage/workshop, outhouse, stable, storage shed, cistern/pool, and cobblestone walls. The main house is identified in an 1885 survey as the Taylor's House.

In the 1901 USGS survey, a north-south road is shown east of the residence, along with a stable, and barn. The land around the residence was planted with walnuts when Robert and Catherine Lasagna bought the property in 1923. The walnuts were replaced with grapes and the on-site structures were then used as part of the Lytle Creek Winery that was operated by the Lasagna family between 1923 and 1960. The wine industry was part of the economic development of the region during that time and the Lytle Creek Winery is representative of several small family-owned wineries operating in the area from 1930 to 1960. The Lasagna family sold the property in 1961 and the site is currently used as a private residence.

The buildings that comprised the Lytle Creek Winery are eligible for inclusion in the California Register of Historic Resources as a historic district due to its association with viticulture and wine production in North Fontana, an industry that was pivotal to the economic development of the region in the early to mid 20th century. In addition, three buildings are associated with the early settlement and cultivation of the North Fontana area and the Grapeland settlement. The cobblestone construction of several buildings also embodies the distinctive characteristics of a regional method of construction that was common in the Fontana area in the decades before and after 1900. Only the storage shed at the southwestern section of the site was built after 1960 and was not part of the Lytle Creek Winery.

Figure 4.10-2, *Lytle Creek Winery Structures*, provides pictures of the existing structures at the former Lytle Creek Winery.

VENTANA AT DUNCAN CANYON SPECIFIC PLAN



FIGURE 4.10-2
LYTLE CREEK WINERY STRUCTURES

Native American Sacred Sites

The Native American Heritage Commission indicated that there are no traditional cultural properties on the project site. Pursuant the Senate Bill (SB) 18, informal Native American consultation was initiated by ASM Affiliates as part of the Cultural Assessment. Two tribes requested that archaeological monitoring during ground disturbance activities be conducted, with one of these tribes wanting to be kept informed of project status and progress. The City of Fontana also sent letters to Native American tribes as part of the formal consultation under SB 18 and received one response stating that the project would benefit from the presence of monitors during ground disturbance.

4.10.2 Threshold of Significance

According to Appendix G of the CEQA Guidelines, a project could have a significant adverse impact on cultural resources, if its implementation results in any of the following:

- ◆ Causes a substantial adverse change in the significance of a historical resource as defined in Section 15064.5;
- ◆ Causes a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5;
- ◆ Directly or indirectly destroys a unique paleontological resource or site or unique geologic feature; or,
- ◆ Disturbs any human remains, including those interred outside of formal cemeteries.

Based on the CEQA Guidelines Section 15064.5 Subsection (a) 3, any object, building, structure, site, area, place, record or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the National Register of Historic Places and California Register of Historic Resources. The criteria for listing in the National Register of Historic Places include resources:

- ◆ That are associated with events that made a significant contribution to the broad patterns of our history; or
- ◆ That are associated with the lives of persons significant in our past; or
- ◆ That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose component may lack individual distinction; or
- ◆ That has yielded or may be likely to yield information important in prehistory or history.

The California Register of Historic Resources utilizes criteria that mirrors the National criteria and includes any resource that:

- ◆ Is associated with events that have made a significant contribution to the broad patterns of California history and cultural heritage;
- ◆ Is associated with the lives of persons important in our past;
- ◆ Embodies the distinctive characteristics of a type, period, region or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or

- ◆ Has yielded or may be likely to yield, information important in prehistory or history.

These thresholds were used to determine if there are important cultural resources on the site and if proposed development under the *Ventana at Duncan Canyon Specific Plan* would adversely impact important cultural resources.

4.10.3 Environmental Impacts

Archaeological Resources

Several archaeological resources were recorded in the area but none were found on the site. The buildings and building foundations on the site are historically significant and discussed below. Due to the highly disturbed condition of the surface soils, excavation and grading activities associated with development proposed under the *Ventana at Duncan Canyon Specific Plan* is not expected to have significant adverse impacts on archaeological resources.

No prehistoric archaeological resources were found during the surveys and no recorded sites are known to exist near the site. However, the Gabrieleno/Tongva Tribal Council requested that monitoring occur during ground disturbance activities.

Historical Resources

The implementation of the proposed *Ventana at Duncan Canyon Specific Plan* would lead to residential and commercial developments on the site, which would require clearing and grading activities, including the removal of existing improvements and vegetation on the project site. Thus, the proposed project is expected to create a direct impact on the historical resources present at the site.

As discussed earlier, the Lytle Creek Winery is considered eligible for the California Register of Historic Resources. Widening of Duncan Canyon Road would occur on the north side of the existing roadway and would prevent the disturbance or destruction of the structures within the former Lytle Creek Winery, including the Taylor House.

The area occupied by the former Lytle Creek Winery is proposed for development with commercial retail uses that would involve reuse of the existing structures. Rehabilitation and renovation efforts to change the existing structures to accommodate future commercial uses could affect the historical integrity and significance of these historic resources.

Impact 4.10.1: Reuse of the structures within the former Lytle Creek Winery would adversely affect the historical integrity of the Lytle Creek Winery.

The Taylor House is the principal building of the Lytle Creek Winery. Thus, preservation *in situ* of this building would be necessary to maintain its eligibility to the California Register of Historic Resources. In order to allow for its reuse as a restaurant and winery, rehabilitation of the existing structure would be needed. This would include initial stabilization work, where necessary, as well as ongoing maintenance of the historic building materials.

Rehabilitation and adaptive reuse of the other winery buildings should involve repair or alteration which makes possible an efficient contemporary use while preserving the portions or features of the property which are significant to its historical, architectural, and cultural values. Any alterations to the fabric of

the buildings should be carried out in accordance with Secretary of Interior's standards for rehabilitation of historic structures.

While the Specific Plan states that Planning Area 9 would include the adaptive reuse of existing structures as a restaurant/winery or office development, the illustrative site plan does not reflect the layout of the existing structures. Thus, a potential for the need to relocate or demolish the existing structures within the former Lytle Creek Winery may occur under the Specific Plan.

Impact 4.10.2: Future development in Planning Area 9 may lead to the destruction or disturbance of the Taylor House and other existing structures, adversely affecting this historical resource and the integrity of the Lytle Creek Winery.

If future development in Planning Area 9 requires that the Taylor House be moved to another location, it should be relocated within the Lytle Creek Winery site, in keeping with the integrity of the original structure. Alternatively, the Taylor House could be moved to another site, preferably within the former Grapeland community, or if no suitable site is available, it may be donated to a local historical society (such as the Fontana Historical Society) for rehabilitation and reuse as a museum building or other similar use. The City of Fontana may also be interested in the Taylor House for its Heritage Plaza. Alternatively, the recently formed Fontana Heritage Museum Association should be contacted regarding possible sites and uses for this building. If the Taylor House is relocated, detailed documentation of the building through a Historic American Building Survey (HABS) is recommended. This survey should include large-format black and white photographs of the exterior elevations and interior of the house, a ground plan of the building, and additional archival research and preparation of a detailed history of the building and its occupants.

Similarly, if any of the accessory structures at the former Lytle Creek Winery require relocation, they should be relocated within the Lytle Creek Winery site, with efforts to preserve the integrity of the original structures to the extent possible. They may also be moved with the Taylor House to an off-site location that would allow for their preservation. Detailed documentation of the buildings through a Historic American Building Survey (HABS) would be needed as well.

The building foundations of the Perdew School are not considered eligible for the California Register due to lack of building integrity. Also, no subsurface deposits that may yield archaeological resources are present at the site. Thus, removal of this foundation would not result in significant adverse impacts. However, the Perdew School has local historic significance due to the past uses of the building as the first school in the Grapeland community.

Impact 4.10.3: Removal of the Perdew School foundation would adversely affect this local historical resource.

Mr. John Anicic, local historian and preservationist, has expressed an interest in moving the Perdew School foundations to another site, possibly a local park. It is recommended that the local historical society be given an option to move the foundations of the Perdew School to another site.

The Waters house was built as early as 1885 or earlier, as part of the Grapeland community. While the house has been demolished, foundation remains are present at the site. Surface deposits at the site of the Waters house did not identify the presence of intact archaeological or historical resources. Thus, the site of the Water house is not eligible for the California Register of Historic Resources and removal of the building foundations would not result in significant adverse impacts on historical resources.

The eucalyptus windrows at the northern section of the site are not considered historically significant, since trees are intermittent and do not form a major community landscape. Future development in the northern section of the site would lead to the removal of these windrow trees. This is not considered a significant adverse impact on historical resources.

Paleontological Resources

Surface soils at the site are highly disturbed due to past agricultural uses and ongoing disking and, thus, have low sensitivity for paleontological resources. Earth-moving activities at the site, as needed for construction of the proposed low structures and surface improvements, are not expected to result in adverse impacts to paleontological resources. However, grading and excavation activities for multi-story structures (as may be proposed for the office development) that extend 10 feet or more below the ground surface may disturb native soils (Pleistocene alluvium). These native soils have the potential to yield paleontological resources. Thus, potentially significant adverse impacts to paleontological resources could occur if excavation activities occur below the depth of the Pleistocene horizon.

Impact 4.10.4: Grading and excavation to a depth of more than 10 feet of undisturbed subsurface Pleistocene sediments have the potential to impact paleontological resources on the site.

Monitoring of excavation activities that involve the disturbance of native soils will be necessary to ensure that important paleontological resources are not destroyed and that appropriate measures are taken for the proper recovery and curation of these resources.

Native American Sacred Sites

While no Native American sacred sites are known to be present in the area, past human occupation was present within the Grapeland community, which included the site and nearby areas. Thus, the potential for finding human remains cannot be precluded. The California Health and Safety Code dictates that if human remains are unearthed, no further disturbance shall occur until the County Coroner is called and has made the necessary findings as to its origin and disposition. Should the remains be associated with Native Americans, significant adverse impacts to Native American burials could occur.

Impact 4.10.5: Human remains may be uncovered during earth-moving activities on the site.

The County Coroner will need to investigate any discovered human remains and develop appropriate disposition measures. Should human remains be determined to be Native American in origin, the Native American Heritage Commission and local tribes will be contacted for appropriate actions.

4.10.4 Standard Conditions and Mitigation Measures

Standard Conditions

The following standard condition would ensure that any uncovered human remains are handled and protected in accordance with State regulations:

Standard Condition 4.10.1: If human remains are encountered during excavation activities at the site, all work shall halt and the County Coroner shall be notified (Section 5097.98 of the Public Resources Code). The Coroner will determine whether the remains are of forensic

interest. If the Coroner, with the aid of the County-approved archaeologist, determines that the remains are prehistoric, he/she will contact the Native American Heritage Commission (NAHC). The NAHC will be responsible for designating the most likely descendant (MLD), who will be responsible for the ultimate disposition of the remains, as required by Section 7050.5 of the California Health and Safety Code. The MLD will make his/her recommendation within 24 hours of their notification by the NAHC. This recommendation may include scientific removal and non-destructive analysis of the human remains and any items associated with Native American burials (Section 70580.5 of the Health and Safety Code).

Mitigation Measures

The implementation of the following mitigation measures would avoid or prevent significant adverse impacts on known and unknown sensitive cultural resources that are present at the project site:

Mitigation Measure 4.10.1: A Native American monitor shall be present during grading activities at the site, to ensure that any features or deposits not previously known are identified and subject to data recovery efforts. The monitor shall have the responsibility to redirect grading away from any important deposits that are uncovered, and subsequently, to initiate the evaluation of any discoveries to determine if further data recovery work is necessary. Should any discoveries necessitate further work, this shall be accomplished in consultation with local tribes. At the conclusion of the monitoring process, a report shall be presented to the City to confirm the monitoring effort and describe any archaeological work that was required.

Mitigation Measure 4.10.2: The rehabilitation of structures within the Lytle Creek Winery, including the Taylor House, shall be accomplished in accordance with the following general standards by the Secretary of Interior, with regards to the rehabilitation and reuse of historic properties:

- ◆ Every reasonable effort shall be made to provide a compatible use for a property that requires minimal alteration of the building, structure or site and its environment, or to use a property for its originally intended purpose.
- ◆ The distinguishing original qualities or character of a building, structure or site and its environment shall not be destroyed. The removal or alteration of any historic material or distinctive architectural features shall be avoided when possible.
- ◆ All buildings, structures, and sites, shall be recognized as products of their own time. Alterations which have no historical basis and which seek to create an earlier appearance shall be discouraged.
- ◆ Changes, which may have taken place in the course of time, are evidence of the history and development of a building, structure, or site and its environment. These changes may have acquired significance in their own right, and this significance shall be recognized and respected.
- ◆ Distinctive stylistic features or examples of skilled craftsmanship, which characterize a building, structure, or site, shall be treated with sensitivity.
- ◆ Distinctive architectural features shall be repaired rather than replaced, wherever possible. In the event replacement is necessary, the new material should match the material being replaced in composition, design, color, texture, and other visual qualities. Repair or replacement of missing architectural features should be based on accurate

duplications of features, substantiated by historical physical or pictorial evidence rather than on conjectural designs or the availability of different architectural elements from other buildings or structures.

- ♦ The surface cleaning of structures shall be undertaken with the gentlest means possible. Sandblasting and other cleaning methods that will damage the historic building materials shall not be undertaken.
- ♦ Every reasonable effort shall be made to protect and preserve archaeological resources affected by, or adjacent to any project.

Mitigation Measure 4.10.3: If relocation is necessary, the Taylor House and other existing structures shall be relocated into the Lytle Creek Winery complex or other location, under the direction of an architectural historian.

Mitigation Measure 4.10.4: If the Taylor house and/or other existing structures are relocated, detailed documentation through a Historic American Building Survey (HABS) shall be performed prior to relocation. The HABS shall include large-format black and white photographs of the exterior elevations and interior of the structures, a ground plan of the buildings, and additional archival research and preparation of a detailed history of the buildings and its occupants.

Mitigation Measure 4.10.5: The Fontana Historical Society shall be given the option to move the Perdew School foundations to another site, possibly a local park, prior to the disturbance or development of the area formerly occupied by the school.

Mitigation Measure 4.10.6: Monitoring shall be conducted for excavation activities extending to estimated depths of 10 feet or more below the existing ground surface. If required, the paleontologic monitor shall be equipped to salvage fossils as they are unearthed to avoid construction delays and to remove samples of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates. Monitors are empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens. Monitoring may be reduced if the potentially-fossiliferous units are not present in the subsurface, or if present, are determined upon exposure and examination by qualified paleontologic personnel to have low potential to contain fossil resources. Also, the following measures shall be made during the monitoring of excavation activities on undisturbed subsurface Pleistocene sediments.

- ♦ During monitoring, preparation of recovered specimens to a point of identification and permanent preservation, including washing of sediments to recover small invertebrates and vertebrates should occur.
- ♦ During monitoring, identification and curation of specimens into a museum repository with permanent retrievable storage should occur. The paleontologist must have a written repository agreement in hand prior to the initiation of mitigation activities.
- ♦ During monitoring, preparation of a report of findings with an itemized inventory of specimens should occur. The report and inventory, when submitted to the City of Fontana (as the Lead Agency), will signify completion of the program to mitigate impacts to paleontologic resources.

4.10.5 Unavoidable Significant Adverse Impacts

Implementation of the proposed *Ventana at Duncan Canyon Specific Plan* and future development on the site could result in adverse impacts to cultural resources. Potentially significant adverse impacts to cultural resources can be prevented or reduced to less than significant levels by the implementation of the standard condition and recommended mitigation measures outlined above. No unavoidable significant adverse impacts are expected after mitigation.

The presence of hazardous materials, the need to comply with current building codes, including ADA requirements, and the difficulty in relocating building with cobblestone walls may render the rehabilitation or relocation of the Lytle Creek Winery structures infeasible. Either way, a Historic American Building Survey (HABS) would still be necessary. However, this will result in significant adverse impacts on historical resources that the HABS documentation cannot avoid by itself. In such case, the project would lead to the loss of an important historical resource and significant unavoidable adverse impacts would occur on cultural resources.

SECTION 4.11: MINERAL RESOURCES

4.11 MINERAL RESOURCES

4.11.1 Environmental Setting

Based on the California Department of Conservation maps, there are no oil, gas or geothermal resources in Fontana and the surrounding area. There are no exploratory core holes or completed/abandoned oil wells on or near the site. Also, there are no mining operations on or near the site but sand and gravel resources are present along the Lytle Creek alluvial fan (northeast of the site), and are being mined in the cities of Rialto and San Bernardino.

In conformance with the California Surface Mining and Reclamation Act (SMARA), land use decisions that may affect mineral-bearing lands should be made with the knowledge of these resources. The SMARA requires the State Geologist to classify areas with potential for significant mineral resources. The report states:

The primary objective of the mineral land classifications is to assure that mineral potential and its significance is recognized and considered before land use decisions that could preclude mining are made. The availability of mineral resources is vital to our society. Yet for most types of minerals, economic deposits are rare, isolated occurrences. Access to terrain for purposes of mineral exploration and mine development has become increasingly difficult because California is also faced with growing land use competition.

In accordance with the SMARA, aggregate materials are classified as reserves or resources. Reserves are defined as aggregate materials believed to be acceptable for commercial use, that exist within property boundaries owned or leased by an aggregate-producing company and for which permission allowing extraction and processing has been granted by the proper authorities. Aggregate resources include reserves and similar potentially usable aggregate materials that may be economically mined in the future, but for which no use permit allowing extraction has been granted.

The Lytle Creek alluvial fan is generally located in areas along both sides of the creek as it crosses the northern end of the City of Fontana. This alluvial fan contains mineral resources that supply the region with aggregate materials (sand and gravel) for construction. Reserves are present along the Creek in the cities of Rialto and San Bernardino and resources have been identified within and near the creek bed.

In accordance with the SMARA, Regionally Significant Aggregate Resources Areas have been identified in the City of Fontana and are located at the northern section of the City of Fontana along Lytle Creek; at the western section of the City along San Sevaine Creek; at the central section of the City between the SR 210 Freeway and Foothill Boulevard; and at small scattered locations at the southern half of the City.

Based on the Mineral Land Classification for the Greater Los Angeles Area, as prepared by the California Department of Conservation, the project area is located within the San Bernardino Production-Consumption region. Regionally significant mineral resources in this area have been identified along Lytle Creek, including the northern section of the City.

Figure 4.11-1, *Mineral Land Classification*, shows significant resource area designation of the site and the project area, as classified by the California Department of Conservation. The southwestern section of the project site is designated as Mineral Resource Zone (MRZ) 2, which means that there is adequate information that significant aggregate resources are present or where there is a high likelihood for their presence. The central and

northeastern sections of the site are designated as MRZ-3, which means that aggregate resources are present but their significance cannot be evaluated with present data. This designation could be largely due to the presence of gravelly soils on the site.

The Open Space and Conservation Element of the City of Fontana General Plan acknowledges that aggregate resources are present within the Lytle Creek alluvial fan, its associated drainages, and at the base of the surrounding mountains. However, urbanization of these lands has precluded mining and extraction of these resources. There are currently no mining activities in the City of Fontana and on or near the project site. Surface mining operations are ongoing approximately 3 miles northeast of the site in the City of Rialto and within the unincorporated County area southwest of the City.

Due to potential conflicts with urban developments and land uses, as well as strong public opposition, the Fontana General Plan does not call for the conservation of mineral resource lands in its limits. The City's Municipal Code (Chapter 9 – Environmental Protection and Resource Extraction) also provides standards and regulations for resource extraction activities, to ensure that land use conflicts are not created by future mining activities on existing and planned urban land uses.

4.11.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project could have a significant adverse impact on mineral resources, if its implementation results in any of the following:

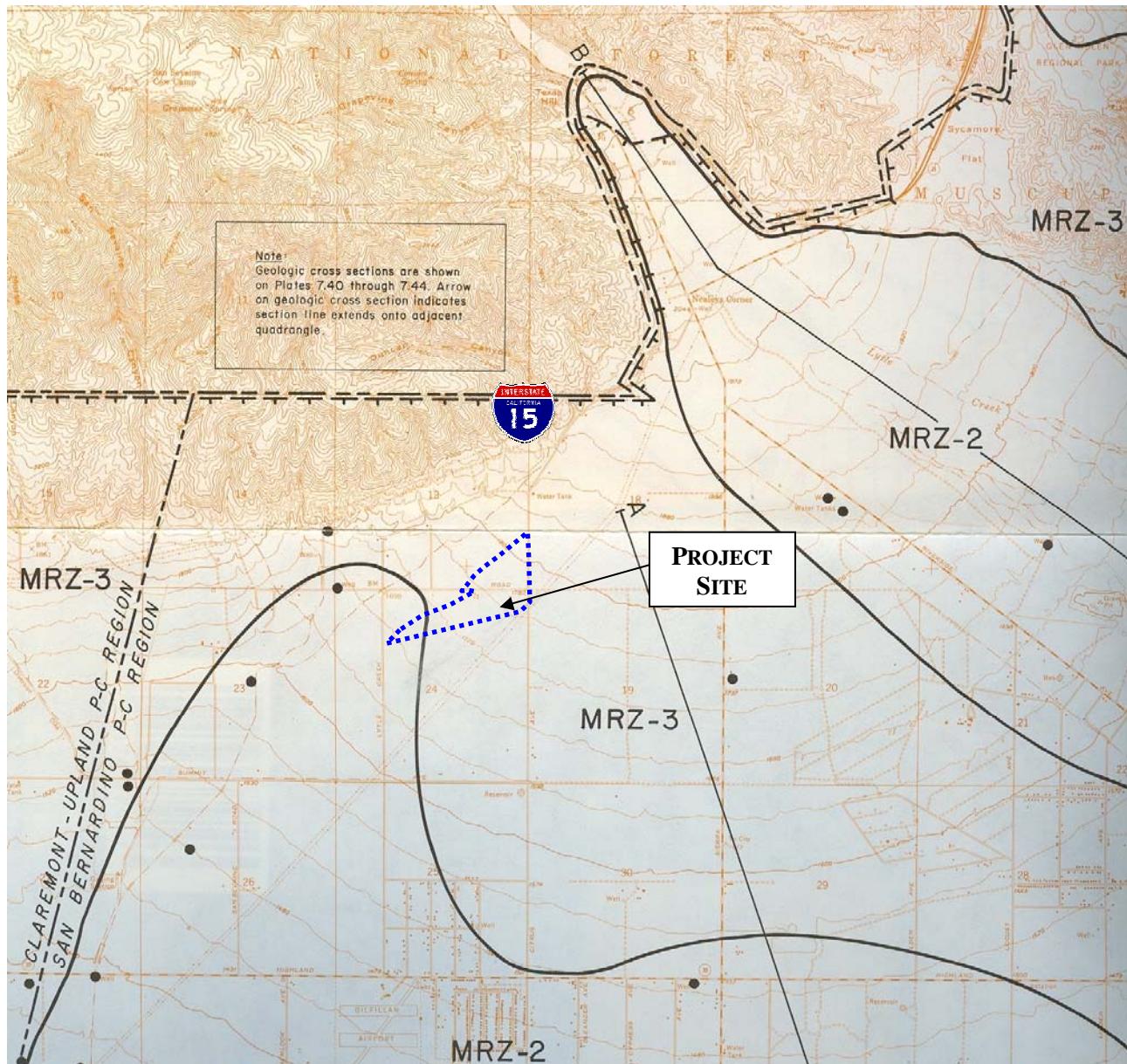
- ◆ Loss of availability of a known mineral resource that would be of value to the region and the residents of the state; or
- ◆ Loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan.

4.11.3 Environmental Impacts

Access to Mineral Resources

There are no mining activities on or near the site, but a Regionally Significant Aggregate Resource Area has been identified at the southwestern section of the site and the areas farther to the south. Implementation of the proposed Specific Plan would lead to the construction of structures and pavement areas on the site and the loss of access to any on-site mineral resources. The aggregate resources on the site are not part of mineral reserves for existing mineral extraction operations. These resources are also not considered significant in terms of the amount of existing resources within the region, due to the limited size of the site which is designated a MRZ-2, when compared to the total land area designated as Regionally Significant Aggregate Resource Area in the San Bernardino Production-Consumption region and in the Greater Los Angeles area.

The southwestern end of the site that is designated as MRZ-2 is proposed for development with commercial and multi-family residential uses under the proposed *Ventana at Duncan Canyon Specific Plan*. When considering the size of this MRZ-2 area on the site (approximately 15 acres), the City's required setbacks from streets and adjacent parcels (50 feet) and the operational requirements for mining activities (control of noise, vibration, dust nuisance, and hazards, standards for screening, drainage, slopes, operating hours, etc.) as contained in Chapter 9 - Environmental Protection and Resource Extraction of the Fontana Municipal Code, it is unlikely that this area could accommodate future resource extraction or mining activities.



Source: Mineral Land Classification for Greater Los Angeles Area



FIGURE 4.11-1
MINERAL LAND CLASSIFICATION

Also, this portion of the site and the adjacent areas are designated Regional Mixed Use in the Fontana General Plan and Zoning Ordinance, which would not be compatible with mineral extraction activities.

Since the central and northeastern section of the project site (covering approximately 88.31 acres) is designated MRZ-3, or an area where the value of aggregate resources has not been determined, it has not been designated under SMARA as an aggregate resource area. Thus, future development in this section of the site would not adversely affect regionally significant mineral resources. Again, due to the size of this area, its Regional Mixed Use designation and the City development standards for mining operations, it is unlikely that this area could be economically and feasibly utilized for mineral extraction uses.

The Fontana General Plan does not plan for the conservation of mineral resources on the project site and the surrounding area. Also, the project would be located several miles from existing mining operations and would not affect existing or future mining operations along Lytle Creek. Thus, the proposed project would not adversely impact mineral resources that are available in the City of Fontana or in the planning area.

Demand for Mineral Resources

Sand and gravel are important resources for construction and development of buildings and infrastructure. Construction activities associated with the development of structures, roadways, and infrastructure proposed under the *Ventana at Duncan Canyon Specific Plan* would require aggregate resources. These resources would be supplied by available sand and gravel resources found throughout the region.

The demand for aggregate resources generated by the proposed project can be met by resources available from the mining operations along Lytle Creek, near the City, or other resource extraction operations in the region. The project's demand would represent a minimal amount of construction activity in the region and of the total demand of aggregate resources. Thus, the project is not expected to adversely affect the availability of aggregate resources in the region. When compared to construction activities throughout the City or the County, the demand for aggregate resources that would be generated by the project is not expected to represent a significant adverse impact on mineral resources.

4.11.4 Standard Conditions and Mitigation Measures

No significant adverse impact on mineral resources is expected; thus, no standard conditions or mitigation measures are identified.

4.11.5 Unavoidable Significant Adverse Impacts

The demand for mineral resources that would be generated by future residential and commercial developments under the proposed *Ventana at Duncan Canyon Specific Plan* is not expected to have a significant adverse impact on regional mineral resources. No unavoidable significant adverse impact is expected.

SECTION 4.12: AGRICULTURAL RESOURCES

4.12 AGRICULTURAL RESOURCES

4.12.1 Environmental Setting

Agricultural Uses

In the late 1800's and early 1900's, the City of Fontana was an agricultural area, supporting the diversified agricultural production of citrus, grapes, grain, poultry, and swine. The Kaiser Steel Mill brought about the urbanization of the City beginning in 1942 and the subsequent loss of agricultural lands to residential, commercial and industrial land uses. Today, the City has limited agricultural areas, confined mainly to scattered vineyards and sheep grazing at the northern section of the City.

The project site was in agricultural use since the early 1900's, where aerial photographs showed the area as orchards and vineyards. Scattered structures were present on the site and near the site by 1901, with vineyards occupying portions of the site. From 1938 to 1966, several sections on the northern portion of the site were discontinued as vineyards. The residence at Citrus Avenue and Duncan Canyon Road is removed in the 1980's but the farmhouse at Duncan Canyon Road and Lytle Creek Road remained in place. Today, the structures associated with the farmhouse/winery are still present at the site, however, no vineyards are present. The undeveloped portions of the site are regularly disked but not used for agricultural purposes. Sheep occasionally graze at the site.

Farmland Designations

The California Farmland Mapping and Monitoring Program develops statistical data for analyzing impacts on California's agricultural resources for use by decision makers in assessing the present status, reviewing trends, and planning for the future of California's agricultural land resources. The program has designated approximately 34,674 acres of Important Farmland in the County of San Bernardino in 2004. Of that, 20,315 acres are designated as Prime Farmland, 8,777 acres are designated as Statewide Importance Farmland, 2,654 acres are Unique Farmland, and 2,928 acres are designated as Farmland of Local Importance.

Prime Farmland is land with the best combination of physical and chemical characteristics that are able to sustain long term production of agricultural crops. Farmland of Statewide Importance is land with a good combination of physical and chemical characteristics for agricultural production, having only minor shortcomings, such as less ability to store soil moisture, compared to Prime Farmland. Unique Farmland is used for production of the state's major crops on soils not qualifying for prime or statewide importance. This land is usually irrigated, but may include non-irrigated fruits and vegetables as found in some climatic zones in California. Farmland of Local Importance is land of importance to the local agricultural economy. Farmland of Local Importance could include dairies, dryland farming, aquaculture, and uncultivated areas.

Other designations include the following:

- Grazing Land
- Other Land
- Urban and Built-Up Land

Review of the 2002 San Bernardino County Farmland Maps issued by the California Department of Conservation shows that the site is designated as "Grazing Land" or land in which the existing vegetation is suited for the

grazing of livestock. Adjacent areas to the north, south, and east are also designated as Grazing Land. Figure 4.12-1, *Farmland Designations*, shows the current farmland designations of the site and the surrounding areas.

4.12.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project could have a significant adverse impact on agricultural resources, if its implementation results in any of the following:

- ◆ Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use;
- ◆ Conflict with existing zoning for agricultural use, or a Williamson Act contract; or
- ◆ Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use.

4.12.3 Environmental Impacts

The implementation of the proposed *Ventana at Duncan Canyon Specific Plan* would preclude future agricultural uses on the project site. However, the site is not currently used for agricultural purposes and the existing Regional Mixed Use land use designation for the site, as shown in the Fontana Land Use Plan, does not permit agricultural uses. Further, the City does not have a zoning district for agricultural uses.

Since the project site is not designated as Prime Farmland, Unique Farmland, Locally Important Farmland, or Farmland of Statewide Importance, the proposed project would not convert farmland to non-agricultural use. Future development on the site would preclude any grazing activities or future agricultural use on the project site. But, with the absence of agricultural areas on or near the site, no conflict with the existing zoning for agricultural use or a Williamson Act contract would occur.

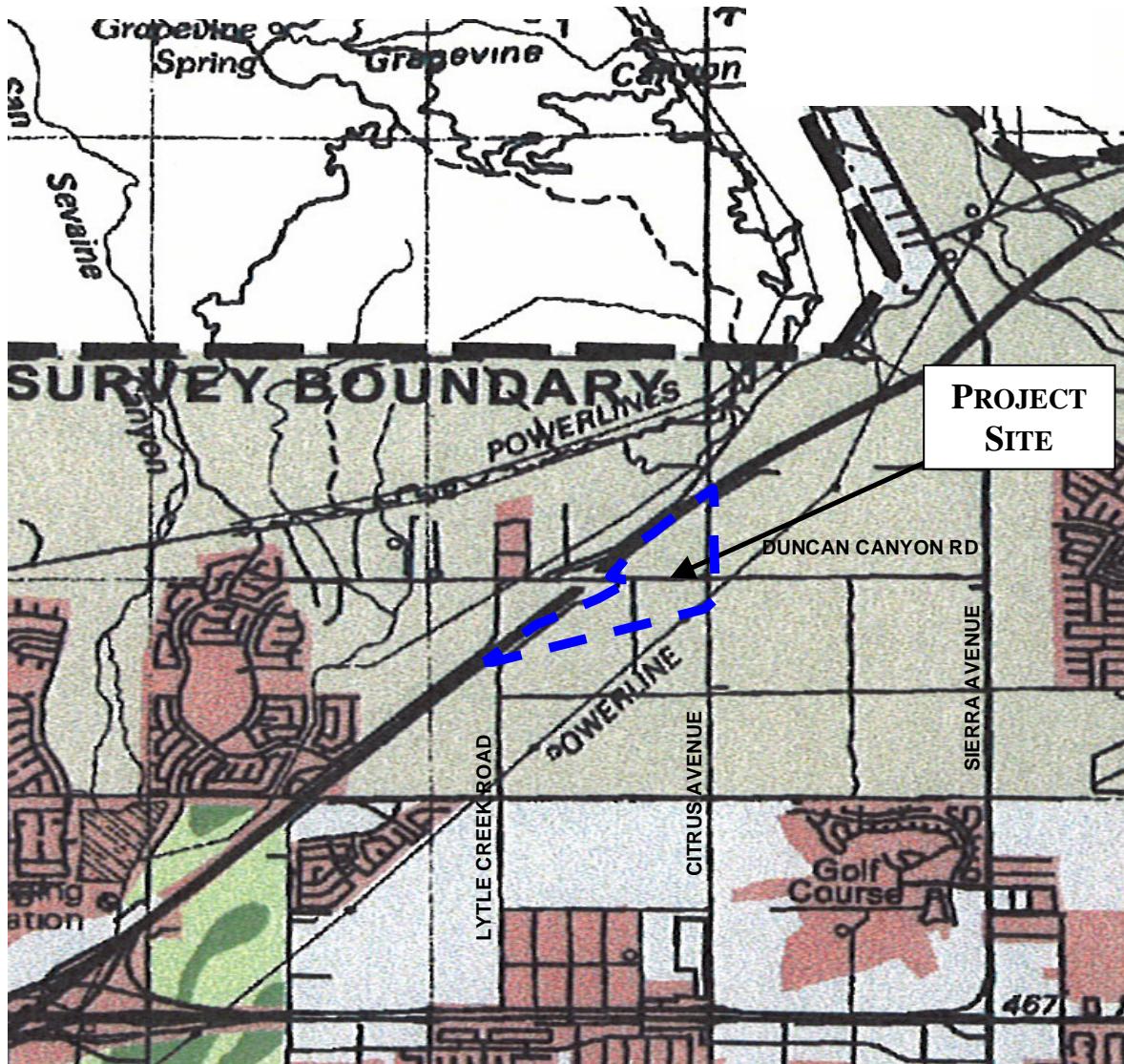
Similarly, the site is not currently used for agriculture and has not been used for agricultural purposes for approximately 46 years (since 1960). Thus, the proposed project would not result in conversion of farmland to non-agricultural use on the site or near the site. Sheep grazing at the site is not a permanent activity and would not be adversely affected by the project. No adverse impacts relating to agricultural resources in the City or the region are expected with the proposed project.

4.12.4 Standard Conditions and Mitigation Measures

No significant adverse impact on agricultural resources is expected; thus, no standard conditions or mitigation measures are identified.

4.12.5 Unavoidable Significant Adverse Impacts

No impact to agricultural uses or farmlands is expected with the proposed *Ventana at Duncan Canyon Specific Plan*. No unavoidable significant adverse impact on agricultural resources is expected.



PRIME FARMLAND - 21,648 acres

PRIME FARMLAND HAS THE BEST COMBINATION OF PHYSICAL AND CHEMICAL FEATURES ABLE TO SUSTAIN LONG-TERM AGRICULTURAL PRODUCTION. THIS LAND HAS THE SOIL QUALITY, GROWING SEASON, AND MOISTURE SUPPLY NEEDED TO PRODUCE SUSTAINED HIGH YIELDS. LAND MUST HAVE BEEN USED FOR IRRIGATED AGRICULTURAL PRODUCTION AT SOME TIME DURING THE FOUR YEARS PRIOR TO THE MAPPING DATE.

FARMLAND OF STATEWIDE IMPORTANCE - 9,708 acres

FARMLAND OF STATEWIDE IMPORTANCE IS SIMILAR TO PRIME FARMLAND BUT WITH MINOR SHORTCOMINGS, SUCH AS GREATER SLOPES OR LESS ABILITY TO STORE SOIL MOISTURE. LAND MUST HAVE BEEN USED FOR IRRIGATED AGRICULTURAL PRODUCTION AT SOME TIME DURING THE FOUR YEARS PRIOR TO THE MAPPING DATE.

UNIQUE FARMLAND - 3,412 acres

UNIQUE FARMLAND CONSISTS OF LESSER QUALITY SOILS USED FOR THE PRODUCTION OF THE STATES LEADING AGRICULTURAL CROPS. THIS LAND IS USUALLY IRRIGATED, BUT MAY INCLUDE NONIRRIGATED ORCHARDS OR VINEYARDS AS FOUND IN SOME CLIMATIC ZONES IN CALIFORNIA. LAND MUST HAVE BEEN CROPPED AT SOME TIME DURING THE FOUR YEARS PRIOR TO THE MAPPING DATE.

FARMLAND OF LOCAL IMPORTANCE - 3,312 acres

FARMLANDS WHICH INCLUDE AREAS OF SOILS THAT MEET ALL THE CHARACTERISTICS OF PRIME, STATEWIDE, OR UNIQUE AND WHICH ARE NOT IRRIGATED.

FARMLANDS NOT COVERED BY ABOVE CATEGORIES BUT ARE OF HIGH ECONOMIC IMPORTANCE TO THE COMMUNITY. THESE FARMLANDS INCLUDE DRYLAND GRAINS OF WHEAT, BARLEY, OATS, AND DRYLAND PASTURE.

FARMLAND OF LOCAL IMPORTANCE - 3,312 acres

FARMLANDS WHICH INCLUDE AREAS OF SOILS THAT MEET ALL THE CHARACTERISTICS OF PRIME, STATEWIDE, OR UNIQUE AND WHICH ARE NOT IRRIGATED.

FARMLANDS NOT COVERED BY ABOVE CATEGORIES BUT ARE OF HIGH ECONOMIC IMPORTANCE TO THE COMMUNITY. THESE FARMLANDS INCLUDE DRYLAND GRAINS OF WHEAT, BARLEY, OATS, AND DRYLAND PASTURE.

GRAZING LAND - 919,330 acres

GRAZING LAND IS LAND ON WHICH THE EXISTING VEGETATION IS SUITED TO THE GRAZING OF LIVESTOCK. THE MINIMUM MAPPING UNIT IS 40 ACRES.

URBAN AND BUILT-UP LAND - 249,954 acres

URBAN AND BUILT-UP LAND IS OCCUPIED BY STRUCTURES WITH A BUILDING DENSITY OF AT LEAST 1 UNIT TO 1.5 ACRES, OR APPROXIMATELY 6 STRUCTURES TO A 10-ACRE PARCEL. COMMON EXAMPLES INCLUDE RESIDENTIAL, INDUSTRIAL, COMMERCIAL, INSTITUTIONAL-FACILITIES, CEMETERIES, AIRPORTS, GOLF COURSES, SANITARY LANDFILLS, SEWAGE TREATMENT, AND WATER CONTROL STRUCTURES.

OTHER LAND - 241,635 acres

OTHER LAND IS LAND NOT INCLUDED IN ANY OTHER MAPPING CATEGORY. COMMON EXAMPLES INCLUDE LOW DENSITY RURAL DEVELOPMENTS, BRUSH, TIMBER, WETLAND, AND RIPARIAN AREAS NOT SUITABLE FOR LIVESTOCK GRAZING, CONCRETE, ASBESTOS, PLASTER, AND STUCCO, AND OTHER MATERIALS, BORROW PITS, AND WATER BODIES SMALLER THAN 40 ACRES. VACANT AND NONAGRICULTURAL LAND SURROUNDED ON ALL SIDES BY URBAN DEVELOPMENT AND GREATER THAN 40 ACRES IS MAPPED AS OTHER LAND.



VENTANA AT DUNCAN CANYON SPECIFIC PLAN

FIGURE 4.12-1
FARMLAND DESIGNATIONS

SECTION 4.13: PUBLIC SERVICES

4.13 PUBLIC SERVICES

Public facilities and services are functions which serve residents on a community-wide basis. These functions include fire and police protection, school facilities, public parks and recreational facilities and libraries. Development proposed under the *Ventana at Duncan Canyon Specific Plan* would require these services and/or use these facilities. Discussion of impacts related to recreation has been included under Section 4.13.4, *Parks and Recreation*, in this section.

As part of the environmental review process, service providers were contacted to determine the level of impact the proposed project would have on existing facilities and services. Appendix J includes copies of response letters received as a result of these inquiries.

4.13.1 Police Protection and Law Enforcement Services

Environmental Setting

Police protection and law enforcement services in the City of Fontana are provided by the Fontana Police Department. The main station of the Fontana Police Department is located at 17005 Upland Avenue, just east of the Fontana City Hall and at the northwest corner of Seville and Emerald Avenues. The Police Department also operates the contact station at Summit and Beech Avenues, near the I-15 Freeway, within the Kohl's Center commercial development. This contact station is not staffed by Police Officers but is used for filing police reports and booking prisoners, and is closed on weekends.

The Fontana Police Department currently has 252 full-time employees (179 are sworn officers and 73 are non-sworn personnel). The Department has 90 general patrol cars and special units. The Department contracts for helicopter coverage with California Aviation Services. The present officer strength of the Police Department translates to approximately 1.10 sworn officers per thousand residents. The City's General Plan suggests a ratio of 1.4 sworn and 0.6 non-sworn personnel per thousand residents and the western United States average for sworn personnel is 1.8 officers per thousand residents.

During any given 24-hour period, depending on the day of the week, there are approximately 25 to 38 sworn officers assigned to patrol, up to 20 uniformed sworn officers assigned to the Special Operations Unit, and up to 14 detectives assigned to the Investigation Unit. According to the Fontana Police Department, response times vary according to priority. The current average response time for Priority 1 calls is 9 minutes 30 seconds, and for Priority 2 calls is 12 minutes 10 seconds.

Mutual aid agreements between the Fontana Police Department and the police departments of adjacent jurisdictions, as well as with the County of San Bernardino Sheriff's Department, allow for combined or supplemental police services, when necessary. The county-wide mutual aid agreement between the police agencies in the County allows the different police departments to help each other out if and when necessary. In instances where a situation occurs in the City of Fontana, which the Fontana Police Department cannot handle or does not have the resources alone to contain the situation, available police officers from nearby agencies would provide services under the agreement. For regional events, such as a large earthquake, no mutual aid is provided since each police department would be providing services within their service areas.

Crime incidence in the project area is consistent with crime activity patterns throughout other reporting districts within the City. Additionally, crime activity patterns in the City of Fontana are consistent with

patterns in similarly-sized cities throughout the State. Table 4.13-1, *Crime Incidence*, provides historic crime rates in the City.

TABLE 4.13-1
CRIME INCIDENCE

Category	1998	1999	2000	2001	2002	2003	2004
Homicide	11	9	13	10	7	18	9
Rape	37	63	56	42	43	51	52
Robbery	282	216	266	235	276	264	242
Assault	507	535	586	626	587	565	497
Burglary	974	846	877	749	847	746	733
Larceny	1,152	1,138	1,284	1,297	1,338	1,405	1,391
Grand Theft Auto	1,064	781	1,011	1,012	1,217	1,400	1,417
Arson	41	29	33	39	38	38	23
Total	4,068	3,617	4,126	4,010	4,355	4,487	4,364

Source: Fontana Police Department Annual Report, 2004.

The 103.31-acre site is largely vacant, with the exception of one single-family residence. Thus, existing demand for police protection services is minimal.

Threshold of Significance

According to Appendix G of the CEQA Guidelines, a project could have a significant adverse impact on public services, if its implementation results in any of the following:

- ◆ Results in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or
- ◆ Creates a need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services such as police protection.

Environmental Impacts

The proposed *Ventana at Duncan Canyon Specific Plan* would increase the on-site population, introduce new structures, and add vehicle trips in the area; thus, generate a demand for law enforcement and police protection services. New vehicle trips generated by the project (approximately 17,078 new vehicle trips daily) on area roadways would result in a greater potential for vehicular accidents and the resulting demand for police services. The future employees of the retail commercial and offices uses and the residents of the proposed 842 condominium units would also create a demand for police services, associated with the potential incidence of property crimes and personal crimes. This would increase demand for police protection and law enforcement services from the Fontana Police Department.

The increase in demand for police services would affect current service levels of the Fontana Police Department. Crimes and accidents that would occur on the site and due to development of the site would require police services that would be met by the same personnel and facilities that serve the rest of the City. Since the project site is located at the northwestern end of the City, the project's demand for police protection services would result in longer travel times between the developed areas of Fontana and the site. This could result in longer response times and decreased levels of service.

In addition, the Fontana Police Department has indicated that multi-family residences generate more demand than single-family residences and condominium developments generate a greater demand for police services than apartments. Thus, additional police officers would be needed to serve the proposed developments and maintain existing levels of service in the City.

The City's General Plan suggests a goal of 1.4 police officers and 0.6 non-sworn personnel per thousand population. The project would increase the resident population of the site by 3,360 persons, translating to a need for 7 police personnel (5 sworn police officers and 2 non-sworn staff) to meet the City's goal for police services. According to Captain Terry Holderness, the Fontana Police Department recommends maintaining a minimum ratio of 1.1 sworn officers per thousand population and 0.47 non-sworn staff per thousand residents. Using the Department's ratio, the project would require a total of 6 police personnel (4 sworn police officers and 2 non-sworn staff).

However, the need for police protection at the proposed commercial areas is difficult to quantify and would be dependent on complex variables, such as presence of crime elements, attraction of development to criminals, security measures, perceived public safety, service demands in other areas of the City, and other factors.

The Police Department requires implementation of Building Security Specifications to reduce the potential for crime incidence at individual properties. These include the principles of Crime Prevention through Environmental Design for multi-family developments. The Building Security Specifications address keying, frames/jambs/ strikes/hinges, windows/sliding glass doors, garage type doors, other entryways, street numbers, lighting, panic hardware, roof openings, and anti-graffiti measures to deter criminal elements. The principles of Environmental Design for multi-family developments include the creation neighborhoods with 75 to 125 units in each, with a specific identity based on architectural features, amenities and management. This would allow residents and managers to recognize each other and identify non-residents.

The proposed residential village concept implements the neighborhood principle with each village designed as a contained neighborhood, a different product type in each village, different amenities, and separate management. Thus, the project would comply with the principles of Crime Prevention through Environmental Design for multi-family developments. Review of plans by the Police Department would further ensure that pertinent building security specifications and other crime deterrent design features are incorporated into the project to reduce the demand for police protection and law enforcement services.

In addition, the additional police personnel and facilities that would be needed to serve the proposed developments would be funded by development impact fees based on building floor area. The City currently charges \$184 per unit of new multi-family development and \$0.14 per square foot of new commercial development to pay for police services and facilities (fees are subject to change). Thus, the development of the proposed project would require the payment of development impact fees for police services. The payment of development fees would allow for the expansion of facilities and services by the Fontana Police Department and consequently, reduce potentially adverse impacts to less than significant levels.

Standard Conditions and Mitigation Measures

Standard Conditions

The implementation of the proposed *Ventana at Duncan Canyon Specific Plan* would lead to the introduction of residents, visitors, patrons, and employees to the project site, along with structures and

property, which would require police protection and law enforcement services. The implementation of the following standard conditions would reduce the project's potential adverse impacts on police services:

Standard Condition 4.13.1: Future developments shall implement Building Security Specifications and multi-family developments shall be consistent with the principles of Crime Prevention through Environmental Design, as required by the Fontana Police Department. To ensure compliance, all developments shall be subject to building and site plan review and approval by the Fontana Police Department.

Standard Condition 4.13.2: Future developments would be required to pay development fees for police services. Payment of developer impact fees would assist in funding the needed public facility expansion and service improvements needed to serve the proposed developments on the site.

Mitigation Measures

Implementation of the standard conditions would prevent significant adverse impacts on police services. No mitigation measures are recommended.

Unavoidable Significant Adverse Impacts

The implementation of the Specific Plan would generate a demand for police protection and law enforcement services. Review of building plans by the Fontana Police Department would ensure that the project does not attract criminal elements and deters crime. Payment of developer impact fees would also assist in funding the needed public facility expansion and service improvements needed to serve the project. Implementation of the standard conditions would reduce potential adverse impacts on police services to insignificant levels. No unavoidable significant adverse impacts are expected.

4.13.2 Fire Protection Services

Environmental Setting

Fire protection services in the City of Fontana are provided by the San Bernardino County Fire Protection District, which serves the southwestern section of San Bernardino County. The District operates several fire stations within the City of Fontana. The nearest station to the site is Fire Station #78, located at 7110 Citrus Avenue and approximately 3.0 miles south of the project site. This station is manned by four firefighters at all times and is equipped with one fire truck, one heavy technical rescue truck, and one brush engine.

Fire Station #78 has primary responsibility for fire emergencies at the project site. The existing fire protection service demand associated with the site is limited as it is largely vacant. The average response time from Station #78 to the project site is approximately five minutes.

The District has indicated that fire protection services in the area are currently adequate. The current fire protection service that is provided to the City of Fontana translates to a firefighter to population ratio of approximately 0.58 firefighter per thousand population.

Two new fire stations are planned for the North Fontana area, resulting from the rapid increase in recent and planned developments in the area. Station #79, planned for development within the next two years,

will be located on Duncan Canyon Road, west of the I-15 Freeway. This station would be staffed by three to four firefighters/paramedic personnel at all times and equipped with one fire engine and one brush engine. Additionally, Fire Station #81 will be located within the proposed Lytle Creek North area, just north of the Sierra Avenue/I-15 Freeway interchange. Due to the large number of planned residential units in Lytle Creek North, Station #81 will be provided by this development, and its construction is contingent upon construction of the proposed development.

The San Bernardino County Fire District has a mutual aid agreement with the different fire agencies, which includes a Master Mutual Aid Program that allows the County Fire District to request assistance from other agencies when it does not have enough resources to contain a situation and for other agencies to request service from the County Fire District in similar instances. In addition, the County Fire District has an Automatic Aid Agreement with adjacent jurisdictions, which allows a non-jurisdictional fire department to respond to calls for service outside its service area, if it can respond to a fire emergency earlier than the jurisdictional fire department. The United States Forest Service, San Bernardino County Fire Department, Bureau of Land Management, California Department of Fire and Forestry, and other fire agencies also have a Five-Party Agreement that allows each agency to request assistance when help is needed during a major fire. Under the automatic aid agreement, the City of Rancho Cucamonga Fire Protection District could respond to calls for fire service to the site if it can get to the site faster than Fire Station #78.

Threshold of Significance

According to Appendix G of the CEQA Guidelines, a project could have a significant adverse impact on public services, if its implementation results in any of the following:

- ◆ Results in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or
- ◆ Creates a need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services such as fire protection.

Environmental Impacts

Future development under the proposed *Ventana at Duncan Canyon Specific Plan* would create a direct demand for fire protection services. While development of the site with residential and commercial uses would remove brush fire hazards, the increase in the on-site population and the introduction of structures to the site would be accompanied by an increase in demand for fire protection services. The project site is located at the northwestern end of the City and the project's demand for fire protection services would result in longer travel times between the developed areas of Fontana and the site. This could result in longer response times and decreased levels of service in the City.

Calls of fire protection and emergency services from the proposed project will be provided by the San Bernardino County Fire District, under contract with the City of Fontana. Primary response to the proposed project will be provided by the Fontana Fire Station #78. With the automatic aid agreement in place, nearby fire departments may respond and provide service if, in an emergency, they can get to the site faster than Fire Station #78 personnel.

To prevent the creation of fire hazards, the proposed project would be subject to County Fire District plan review for compliance with fire safety, emergency access and fire prevention measures, as required under

the Uniform Fire Code. Compliance with pertinent building standards would reduce the demand for fire protection services from the project. These include the provision of fire walls, fire exits, adequate access for emergency vehicles, fire sprinkler systems, fire hydrants with adequate fire flows, etc. Plan check by the Fire District would ensure that appropriate fire safety and prevention measures are implemented to minimize the potential incidence of fire and resulting demands for fire protection services. Thus, no significant fire hazards are expected to be created on the site.

Increased demand for fire protection services in the City may require increases in manpower and equipment at Fire Station #78. Based on the current ratio of 0.58 firefighter per thousand population, the project's 3,360 new residents would require 2 new firefighters to maintain existing services. Recent and planned developments in the North Fontana area has generated a demand for a new fire station (Station #79), as planned on Duncan Canyon Road, west of the I-15 Freeway. Construction of this new station would ensure that fire protection services to the site and the rest of the North Fontana area are adequate to serve existing and future developments.

New stations and service expansions are funded by development impact fees that all new developments are required to pay as part of project approval and building permits. The City currently charges \$0.25 per square foot of new development to fund expansions of fire services. Payment of development fees by the project would allow for the expansion of fire protection services from the County Fire District to adequately serve the site. This would reduce adverse impacts to less than significant levels.

Standard Conditions and Mitigation Measures

Standard Conditions

The proposed project would lead to the introduction of residents and employees and structures on the site, which would require fire protection services. The implementation of the following standard conditions would reduce the project's potential adverse impacts on fire protection services:

Standard Condition 4.13.3: Future developments shall be subject to building and site plan review by the San Bernardino County Fire District, for compliance with fire safety and emergency access standards and to identify additional development features which could reduce demand for fire services, prevent the creation of fire hazards, and facilitate emergency response to the project site.

Standard Condition 4.13.4: Future developments would be required to pay development fees for fire services. Payment of developer impact fees would assist in funding the needed public facility expansion and service improvements needed to serve the proposed developments on the site.

Mitigation Measures

Implementation of the standard conditions would prevent adverse impacts on fire protection services. No mitigation measures are recommended.

Unavoidable Significant Adverse Impacts

Implementation of the proposed Specific Plan would generate a demand for fire protection services. Review of building plans by the San Bernardino County Fire District would ensure that future developments under the Specific Plan do not create fire hazards. Payment of developer impact fees

would assist in funding public facility expansion and service improvements needed to serve the fire protection needs of the site and the City. Implementation of the standard conditions would reduce potential adverse impacts on fire protection services to insignificant levels. No unavoidable significant adverse impacts are expected.

4.13.3 School Services

Environmental Setting

The project site is located within the service boundaries of the Fontana Unified School District. The Fontana Unified School District (FUSD) serves the majority of the City, and has a total of 41 schools, including 27 elementary schools, eight middle schools, three high schools, and alternative adult and specialized programs. Schools that would serve the project site are listed in Table 4.13-2, *School Enrollment*, along with their existing enrollments and design capacity.

TABLE 4.13-2
SCHOOL ENROLLMENT

School/Location	Fall 2005 Enrollment	Fall 2006 Enrollment*	Design Capacity
K-5 th Grade Sierra Lakes Elementary School 5740 Avenal Place Fontana, Ca	564	768	637
6 th -8 th Grade Ruble Middle School 6762 Juniper Avenue Fontana, Ca	1,197	1,275	1,348
9 th -10 th Grade Summit High School (Opening Fall 2006) 15551 Summit Avenue Fontana, Ca	--	1,247	1,778
11 th -12 th Grade Miller High School 6821 Oleander Avenue Fontana, Ca	4,319	4,287	3,663
* Fall 2006 enrollment represents number of students residing within the particular school's attendance boundary, not projected enrollment.			
Source: Fontana Unified School District, 2006.			

As shown, Miller High School is currently operating beyond capacity and Summit High School would provide additional capacity when it opens in Fall 2006. However, Miller High School is still expected to be overcrowded due to rapid development in the area. The Sierra Lakes Elementary School is also operating beyond capacity but the diversion of students to other schools has reduced current enrollment. It is projected to continue to operate beyond capacity in 2006.

College education in the area is provided by the Chaffey Community College and the San Bernardino Community College Districts. There were approximately 18,034 students at the Chaffey Community College in February 2006 and 18,200 students at the San Bernardino Community College in Fall 2005. According to the San Bernardino Community College District, approximately 0.60 percent of all residents sharing the same zip code as the proposed project (92336) attend San Bernardino Community College and 0.1 percent of all residents attend Chaffey Community College. Other nearby educational facilities

include California State Polytechnic University in Pomona, California State University – San Bernardino (CSUSB), Chaffey Community College, Claremont Colleges, Crafton Hills College, University of Redlands, University of California – Riverside, San Bernardino Valley College, and University of La Verne, and California Baptist College.

Threshold of Significance

According to Appendix G of the CEQA Guidelines, a project could have a significant adverse impact on public services, if its implementation results in any of the following:

- ◆ Results in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or
- ◆ Creates a need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services such as schools.

Environmental Impacts

The residential uses proposed under the Specific Plan would lead to the introduction of new households on the site, which would include school-age children. These children would generate a direct demand for school services. Estimates of the future student population on the site are based on the generation rates of the Fontana Unified School District, as provided in Table 4.13-3, *Student Generation*.

**TABLE 4.13-3
STUDENT GENERATION**

Land Use	Grade Level	Generation Rate*	Projected Student Population
842 Residential Units	K-6	0.56 student/unit	472 students
	7-8	0.16 student/unit	135 students
	9-12	0.24 student/unit	202 students
	Total	0.96 student/unit	809 students

*Source: Fontana Unified School District, 2006.

As shown, the proposed project would generate approximately 472 elementary school students, 135 middle school students and 202 high school students, for a total of 809 students. These students would require school services and facilities at existing schools in the area. The Fontana Unified School District has indicated that existing facilities are operating beyond capacity and the rapid development in North Fontana is further straining school facilities. Thus, students generated by the proposed *Ventana at Duncan Canyon Specific Plan* are expected add to existing overcrowded conditions at area schools.

The Fontana Unified School District assesses a school impact fee, based on the floor area of new dwelling units and non-residential developments. These fees are used to fund school services and facilities needed to provide the necessary school services.

Residential developments on the project site would need to pay school impact fees prior to issuance of building permits. Payment of these fees by the developer is expected to mitigate impacts associated with the 809 new students that would reside on the site and would require school services from the Fontana Unified School District.

Future commercial development on the site is not expected to lead directly to a demand for school services. While employees at the proposed commercial uses on the site may request intra-district

transfers based on employment location, this is only allowed based on the availability of space and is expected to be minimal. Thus, school service demand from commercial uses would not adversely impact local schools and would not be significant. The Fontana Unified School District also imposes a school impact fee from new commercial development. School impacts fees paid by future commercial developments on the project site would assist in the provision of school services to residents of the site.

Payment of school impact fees is expected to help reduce of project's impacts on school services in the area. However, according to the Fontana School District, due to the large amount of planned residential development in the North Fontana area, future growth in student population is expected to have a significant adverse impact upon the Fontana School District's services. The project area is already experiencing overcrowding due to recent residential developments, and the continued increase in new housing in and around the project site will continue to strain the District's resources and facilities in the future.

The projected students on-site, expected as a result of the proposed dwelling units within the project, would contribute to this impact and would hinder the provision of adequate school services in the long-term. However, payment of school impact fees by the residential component of the project would provide the Fontana Unified School District with funds to provide the needed school services. In addition, fees from non-residential developments on the site would add to available funding for school services.

As provided under Education Code Section 17620 and Government Code Section 65970, the payment of statutory school fees is presumed to fully mitigate a project's impacts on schools. Government Code Section 65995(h) states that payment of fees is "full and complete mitigation of the impacts". The Education Code and Government Code do not require the dedication of land or payment of fees in excess of statutorily established school fees. Thus, impacts on school services are expected to be less than significant.

The proposed project would also add students that may attend Chaffey Community College and San Bernardino Community College. The project's 3,360 residents would generate approximately 21 students (0.60 percent of all residents) at the San Bernardino Community College and 4 students (0.1 percent of all residents) at the Chaffey Community College. These students would have minimal impacts on the community colleges and are not expected to be significant due to their relatively small number, when compared to the total enrollment at these colleges. These students can also be served by existing facilities and services of the colleges. Impacts would be less than significant.

The Fontana Unified School District also indicated that the transportation of students in the project area could be affected by traffic from the proposed commercial uses on the site. The District states that the realignment of Lytle Creek Road to connect with Citrus Avenue has the potential to significantly increase traffic flow, which will adversely impact an already insufficient transportation system.

A collector roadway would separate the commercial uses in Planning Areas 10, 3, and 9 from the residential uses in Planning Areas 2 and 4. The corporate office uses are also expected to mainly utilize the proposed freeway interchange, rather than local streets on the site. The realignment of Lytle Creek Road is necessary to provide adequate distance from the proposed freeway off-ramps at Duncan Canyon Road. Also, the redesignation of the northern segment of Lytle Creek Road to a Modified Collector is expected to discourage the use of this segment by through traffic from areas southwest ad northeast of the site. Thus, school bus transportation on the site would benefit from this roadway improvement.

The specific traffic impacts of the project are addressed in Section 4.3, *Traffic and Circulation*. As discussed in that section, increases in traffic on area roadways are expected from future developments on the project site and mitigation measures have been provided to reduce these impacts and allow existing and planned roadways to operate at acceptable levels of service. The proposed project would also provide internal roadways and improvements to the adjacent roadways to ensure adequate circulation and transportation in the area.

Standard Conditions and Mitigation Measures

Standard Conditions

The *Ventana at Duncan Canyon Specific Plan* would lead to 842 households on the site, which would include approximately 809 school-age children requiring school services and 42 college students. The implementation of the following standard condition would reduce the project's potential adverse impacts on school services:

Standard Condition 4.13.5: Future developments would be required to pay school impact fees to the Fontana Unified School District, which would help fund the needed school facility expansion and service improvements to serve the proposed project.

Mitigation Measures

Implementation of the standard condition would prevent adverse impacts on school services. No mitigation measures are recommended.

Unavoidable Significant Adverse Impacts

Future development under the proposed Specific Plan would generate a demand for school services, which may create a need for service expansions and new facility provisions. Payment of school impact fees would help fund the needed school expansions and service improvements needed to serve future residential uses on the site. Implementation of this standard condition would reduce potential adverse impacts on school services to insignificant levels. No unavoidable significant adverse impacts are expected.

4.13.4 Parks and Recreation

Environmental Setting

The City of Fontana has 33 recreational park facilities on over 1,063 acres, which provide picnic and barbecue areas, sports centers, aquatic facilities, fitness facilities, playgrounds, community centers, a teen center, a nature center, and a regional park. These facilities are maintained by the City of Fontana Community Services and Recreation Department.

There are four recreational facilities north of the SR-210 Freeway and within 2.0 miles of the project site. The Sierra Lakes Golf Course is an 18-hole golf course on 16600 Clubhouse Drive, at the center of the Sierra Lakes neighborhood, southeast of the site. The West Rosena Park is a 3.4-acre neighborhood park on 15057 Greys Peak, within the Summit Heights neighborhood. This park is developed with a tot lot, picnic shelters, and trails, and is located south of the site. The North Fontana Park is a 37.5-acre community park on 6396 Citrus Avenue, just north of the SR-210 Freeway. This park is developed with the Jesse Turner Community Center and the Lewis Sports Center (with basketball courts, football/soccer fields, baseball field, swimming

pool, tot lot, picnic shelters, and a snack bar). The City is also in the planning stages for Fontana Park, an approximately 52.27-acre park (with an aquatic center, skateboard park, and community center) proposed at the northeast corner of Summit Avenue and Lytle Creek Road, approximately 1.0 mile south of the site.

The project site is not currently used for recreational activities. The Fontana General Plan proposes a trail along the SCE right-of-way that touches the southeastern edge of the site at Citrus Avenue. The existing Frontline Trail runs along the base of the San Gabriel Mountains between San Antonio Creek Trail and Lytle Creek Trail, northwest of the site and the I-15 Freeway. A crossing under the I-15 Freeway would be provided to link to the Frontline Trail and the proposed SCE right-of-way trail. A proposed Hawker Crawford trail is also planned west of the I-15 Freeway.

There are no existing bikeways on or near the site. A Class I bikeway is proposed along the SCE right-of-way located east of the site, extending west as Class II bike lanes along Duncan Canyon Road and south along Citrus Avenue.

Threshold of Significance

According to Appendix G of the CEQA Guidelines, a project could have a significant adverse impact on recreation, if its implementation would result in any of the following:

- ◆ Would 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; or,
- ◆ Includes recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

Environmental Impacts

The proposed residential development within the *Ventana at Duncan Canyon Specific Plan* would create a direct demand on parks and recreational facilities in the area. The proposed 842 condominium units will bring households to the site, which would generate a demand for parks and recreational facilities. The Fontana General Plan sets a parkland standard of 2 acres per thousand residents of community parkland and 3 acres per thousand residents of neighborhood parkland. Thus, the 3,360 residents of the proposed dwelling units would require 16.8 acres of community and neighborhood parks.

In accordance with the City's Municipal Code, the developer has the option to dedicate parkland on-site, pay a fee, or a combination of both to satisfy the park and recreation demand that would be generated by the project. The proposed Specific Plan does not include the provision of neighborhood or community parks on the site. Thus, the developer would have to pay park fees to the City for the development of parks in nearby areas. As required under the City's Municipal Code (Chapter 21, Article IV), future development under the *Ventana at Duncan Canyon Specific Plan* will be required to pay Quimby fees for the development of neighborhood and community parks in North Fontana.

The Development Standards for Residential Districts in the City's Development Code require new multi-family developments to provide on-site recreational facilities, including an open lawn area, tot lot, spa and pool, barbecue facility, community multi-purpose room, game court facilities, and jogging/walking trails.

Consistent with this requirement, the proposed Specific Plan calls for the provision of parks and recreational facilities within the proposed residential villages on the site. The Specific Plan states that a minimum of 100 square feet of private open space would be provided for each dwelling unit. This may

include patios, courtyards, balconies, decks, and rooftop decks. In addition, the Specific Plan requires a minimum of 20 percent of the site as common open space.

To provide the common open space, small pocket parks and recreational facilities are proposed as part of each residential village. Planning Area 2 would include upper-story residences, with a 30,000-square-foot Piazza. Planning Area 4 would provide a 0.35-acre recreation area with a swimming pool, game court, and play equipment. Planning Area 5 would include a 0.45-acre recreation area. Planning Area 6 would have a 0.5-acre private recreation area. Planning Area 7 would have a 0.8-acre private recreation area. These recreation areas would include swimming pools, spas, barbecue areas, tot lots, showers, game courts and/or meeting rooms. Alternatively, the Specific Plan states that a combined park and recreation area may be provided on-site.

The pocket parks and recreational facilities that are developed with the residential areas are expected to serve some of the recreational needs of the residents on the site. However, future residents of the project may also use City parks located near the site, including the Sierra Lakes Golf Course, the West Rosena and North Fontana Parks and the proposed Fontana Park and Coyote Canyon Sports Park. Payment of Quimby fees to the City will facilitate the development of future parks in North Fontana to serve on-site residents.

Future commercial developments would not result in an increase in the resident population, and would have no potential for generating a direct demand for parks and recreational services. Employees and visitors of the site will have opportunities to use the Piazza and other public open space areas at the site, as well as nearby pocket parks and recreational facilities at the villages. This impact is not considered significant.

The site is currently not used for recreational purposes. Thus, its development with residential and commercial uses would not displace any recreational facilities on the site. Also, no impacts to bike and hiking trails proposed within the SCE right-of-way located east of the site would occur with the project. The Class II bike lane planned on Duncan Canyon Road and Citrus Avenue would be provided as part of the roadway improvements implemented with the project. No significant adverse impacts on bike and hiking trails would occur with the project.

Standard Conditions and Mitigation Measures

Standard Conditions

The proposed project would generate a demand for parks and recreational facilities. The implementation of the following standard conditions would reduce adverse impacts on parks:

Standard Condition 4.13.6: As required under the City's Municipal Code (Chapter 21, Article IV), the proposed development shall pay Quimby fees for the development of parks and recreational facilities in North Fontana. The collected fees will be used for the development of neighborhood and community parks in the area, to serve the proposed project.

Mitigation Measures

Impacts on parks and recreation would not be significant with compliance with the standard condition and the provision of on-site recreational facilities and private open space. No additional mitigation measure is recommended.

Unavoidable Significant Adverse Impacts

Future residential developments under the proposed *Ventana at Duncan Canyon Specific Plan* would create a demand for parks and recreational facilities. Provision of on-site parks and payment of Quimby fees would meet demand, allow for the provision of off-site parks, and avoid significant adverse impacts relating to parks and recreation. Impacts on recreational facilities will be less than significant, with compliance with the standard condition.

4.13.5 Library Services

Environmental Setting

The San Bernardino County Library System provides library services to the City of Fontana through the Fontana Branch Library at 16860 Valencia Avenue (downtown area) and the Kaiser Branch Library at 11155 Almond Avenue (within Kaiser High School). The County Library System serves 18 cities and nine unincorporated areas in the County and is funded by a dedicated share of property taxes.

There is approximately 24,500 square feet of existing library space within the City of Fontana that is available for use by residents. The 5,500 square-foot Kaiser Branch Library is open to the public 28 hours per week (3 PM to 8 PM Mondays to Thursdays and 9 AM to 5 PM on Saturdays) and has over 20,000 materials (i.e., books, cassettes, CD's and periodicals) in collection. There are two full-time and two part-time staff at this library. The 19,000 square-foot Fontana Branch Library is open 56 hours per week and has a collection of 75,000 materials. There are six full-time and 17 part-time equivalent staff at this library. An on-line public access catalog provides access to materials in the different branches, as well as throughout the County Library System.

The performance standard for library service within the City is 0.6 to 1.0 square feet of library space per resident and 1.62 books per capita. This is the average throughout the State of California and these standards are listed as goals to be achieved by the year 2021 in the 2001 San Bernardino County Facilities Master Plan.

According to the San Bernardino County Library, a new Civic Center Library is being planned for construction within the City of Fontana and is scheduled to open in 2008. The new library would be approximately 92,500 square feet in size and would absorb the collection materials in the existing Fontana Branch Library, and increase it to 323,000 items, including 5,000 reference materials, 12,000 media items and 720 periodical subscriptions. The existing Fontana Branch Library facility would then close. Additionally, a 5,000-square-foot library is under construction at Summit High School in North Fontana. It is scheduled to open in Fall 2006.

Threshold of Significance

According to Appendix G of the CEQA Guidelines, a project could have a significant adverse impact on public services, if its implementation results in any of the following:

- ◆ Results in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or
- ◆ Creates a need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services or other public facilities.

Environmental Impacts

Future residents of the residential villages under the proposed Specific Plan would create a direct demand for library services. The employees and patrons of the commercial development proposed on the site are not expected to generate library service demand. However, the estimated 3,360 residents of the 842 housing units would generate a demand for library services. Once the residences are constructed and occupied, on-site residents are likely to use the library at Summit High School and the new Civic Center Library. This would increase service demands at these libraries. Based on the performance standards of 0.6 to 1.0 square feet of library space per resident and 1.62 books per capita, the project would require 2,016 to 3,360 square feet of library space and 5,443 library books.

Future developments under the proposed Specific Plan would pay development impact fees to help fund library services and facilities in the City. The City currently charges \$351 per unit of new residential development and \$0.023 per square foot of new commercial development to pay for library services and facilities (fees are subject to change). These fees are used to fund library services and facilities needed to serve the site and the City. Payment of these fees is expected to mitigate impacts associated with the demand for library services that would be generated by future residents of the project.

Standard Conditions and Mitigation Measures

Standard Conditions

Implementation of the *Ventana at Duncan Canyon Specific Plan* would lead to 3,360 residents on the site, which would create a demand for library services. The implementation of the following standard condition would reduce the project's potential adverse impacts on library and public services:

Standard Condition 4.13.7: Future developments would be required to pay development fees for library services. Payment of developer impact fees would assist in funding the needed public facility expansion and service improvements needed to serve the project.

Mitigation Measures

Implementation of the standard condition would prevent adverse impacts on library services. No mitigation measures are recommended.

Unavoidable Significant Adverse Impacts

Future developments under the proposed Specific Plan would generate a demand for library services. Payment of developer impact fees would assist in funding the needed public facility expansion and service improvements needed to serve the project. Implementation of the standard condition would reduce potential adverse impacts on library services to insignificant levels. No unavoidable significant adverse impacts are expected.

4.13.6 Medical Facilities and Services

Environmental Setting

The closest major health care facility to the site is located in the City of Fontana, the Kaiser Permanente of Southern California Hospital (a membership hospital) located on Sierra Avenue, north of the I-10 Freeway and approximately seven miles southeast of the site. This hospital has 465 beds and provides the City with approximately three beds per thousand residents.

Other nearby medical facilities include the Rancho San Antonio Medical Center, a 70,000-square-foot outpatient center, which is supported by San Antonio Community Hospital. This medical center is located at 7777 Milliken Avenue in Rancho Cucamonga, approximately eight miles southwest of the project site. This facility provides a wide selection of health care services, including urgent care, diagnostic and therapeutic services, educational programs, as well as physician offices.

There are several other medical service facilities in the area, including the Chino Community Hospital, Loma Linda Community Medical Center, Loma Linda University Medical Center, Pomona Valley Hospital and Medical Center, Riverside Community Hospital, Redlands Community Hospital, Saint Bernardine Medical Center, Pettis Veterans Affairs Medical Center, San Antonio Community Hospital, San Bernardino Community Hospital and San Bernardino County Medical Center. Any of these facilities may serve the residents, employees, and visitors of the project area and the City of Fontana.

Threshold of Significance

According to Appendix G of the CEQA Guidelines, a project could have a significant adverse impact on public services, if its implementation results in any of the following:

- ♦ Results in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or
- ♦ Creates a need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services or other public facilities.

Environmental Impacts

Future development under the proposed Specific Plan would create a direct demand for medical services and facilities in the area. The on-site residents and the employees and patrons of the commercial developments proposed on the site are expected to require medical services for health maintenance, medical reasons, and emergencies. Medical service demand would be dependent on the insurance coverage of individual households, individual medical needs, and the site of medical emergencies. Also, personal preference for medical services and physicians would affect demand for medical services from the residents, visitors and employees of the proposed project, as well as the use of nearby or far-off medical facilities. Thus, the demand for medical services that would be generated by the proposed project could not be easily quantified or determined with any degree of certainty.

The proposed project would generate a demand for emergency medical services that would be served by local or nearby facilities. There are several medical facilities near the site and in the region that would provide emergency services to the residents, visitors and employees of the project, depending on the type

of emergency. Again, available services in the area and the region are expected to serve the emergency medical needs of the project and the City.

The demand for medical services from the proposed project cannot be easily quantified. However, the size of the proposed development is relatively minor when compared to existing developments in the City and the region that is currently served by existing medical facilities in the area. Thus, the proportionate increase in demand for medical services from the project is also expected to be minor. No significant adverse impacts on medical facilities and services are expected with the project.

Standard Conditions and Mitigation Measures

No significant adverse impact on medical services and facilities is expected with the project; thus, no standard conditions or mitigation measures are identified.

Unavoidable Significant Adverse Impacts

The proposed *Ventana at Duncan Canyon Specific Plan* is not expected to generate significant adverse impacts on existing medical services and facilities. No unavoidable significant adverse impacts are expected.

SECTION 4.14: UTILITIES

4.14 UTILITIES

Several utility services and infrastructure systems, such as water and sewer services, solid waste disposal, storm drainage, power and gas services, and communication systems, are needed to serve the proposed development on the project site. The availability of these utilities and the resources needed to provide these services are discussed below. Utility companies were contacted and response letters from these companies are provided in Appendix J to this EIR. A Water Supply Assessment was also prepared by the West Valley Water District and is provided in Appendix K.

4.14.1 Water Services

Environmental Setting

Until the early 1990's, the City of Fontana obtained its water only from local sources such as groundwater basins and surface water. However, rapid regional growth required the development of supply systems within the Inland Empire. Water sources that serve the project area currently include groundwater, surface water, and imported water which draw State Water Project (SWP) water from northern California and Colorado River water sources.

Four water companies provide domestic water service to the City of Fontana, including the Fontana Water Company, Marygold Mutual Water Company, Cucamonga County Water District, and West Valley Water District. The Fontana Water Company serves the majority of the City, while the other three companies provide water to smaller portions of the City. The West Valley Water District provides water service to the northern and southeastern parts of the City of Fontana, including the project site.

The West Valley Water District presently serves an approximately 29.5-square-mile area located primarily within the southwestern section of San Bernardino County, with a small part of the District's service area located in northern Riverside County. The District's service area is located entirely within the San Bernardino Valley and in the Santa Ana River Basin Watershed and includes the cities of Fontana, Rialto and San Bernardino. This service area follows the gentle upward slope at the foothills of Mount Baldy of the San Gabriel Mountain Range, which serves as the District's northernmost boundary. The eastern boundaries of the District are adjacent to the western limits of the cities of Rialto, San Bernardino and Colton. The district's service areas include the area in North Fontana located on both sides of the I-15 Freeway and north of Casa Grande Drive and the area north of the SR-210 Freeway and east of Sierra Avenue.

The District obtains water from groundwater wells in the Lytle, Rialto, Bunker Hill, North Riverside and Chino basins, surface water on Lytle Creek, and imported water from the State Water Project. The District has rights to pump up to 12,105 gallons per minute from the Lytle Creek groundwater basin and pumps 10,000 acre-feet per year (5,000 acre-feet per year during droughts) through nine wells.

The Rialto groundwater basin provides 6,134 acre-feet (3,067 acre-feet per year during droughts) of water per year to the District through seven wells. The Bunker Hill groundwater basin provides unlimited water to the District through two wells. In addition, the District has an agreement with the San Bernardino Valley Municipal Water District to pump 5,000 acre-feet per year from this basin. The Chino groundwater basin provides 1,000 to 2,000 acre-feet of water to the District through two wells. Any additional pumping is replenished with imported State water. The North Riverside groundwater basin provides unlimited water to the District through five wells. The District pumps 3,000 to 5,000 acre-feet per year from this basin.

Surface water from Lytle Creek is also used by the District through the diversion of up to 2,290 gallons per minute when it is available. An additional 1,350 gallons per minute have been provided through an agreement with the City of San Bernardino. The District utilizes 5,500 acre feet per year (3,000 acre-feet during droughts) of surface waters to replenish the Lytle Creek groundwater basin; to supply non-potable customers; and to supply users after treatment of the surface waters at the District Plant.

The District buys imported water through the San Bernardino Valley Municipal Water District (SBMWD), which serves as the State water contractor and water wholesaler for the area in and around the City of San Bernardino. The District uses approximately 20 million gallons per day (mgd) of imported water, which may decrease to 4.0 mgd during droughts. Imported water is used for groundwater recharge, to supply non-potable customers, or treated at the water filtration facility for domestic use.

The District's distribution system is comprised of approximately 17,400 water service connections, 360 miles of water mains, 25 domestic water production wells (with 44.0 mgd of pumping capacity), 9 booster stations, 26 pressure-reducing stations, one water treatment plant (with 9.6 mgd of treatment capacity), and 65.61 million gallons of covered reservoir storage capacity. The District serves approximately 52,300 customers, has 20,800 acre-feet of annual water production, an average of 18.7-mgd daily water demand and a 36.7-mgd peak daily water demand. It is planning the expansion of the existing water filtration facility, as well as the construction of a new water filtration facility to be located north of the City of Fontana.

The project site is largely vacant with the exception of a single family residential property located at 15885 Duncan Canyon Road. There are groundwater wells at the residential parcel, which provide water service to the existing residence.

The West Valley Water District has a 16-inch diameter water line located along Duncan Canyon Road, between I-15 Freeway and Citrus Avenue, and 6-inch and 16-inch water lines on Citrus Avenue between Duncan Canyon Road and Knox Avenue. There is an existing 25-inch Fontana Water Company water line along Citrus Avenue, which connects to the water reservoir at the northern end of Citrus Avenue (northeast of the site), and a 6-inch Cucamonga Water District water line runs along Duncan Canyon Road.

Threshold of Significance

Appendix G of the CEQA Guidelines states that a project could have a significant adverse impact on utilities, if implementation of the project results in any of the following:

- ♦ Requires or results in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects; or
- ♦ Sufficient water supplies are not available to serve the project from existing entitlements and resources, or new or expanded entitlements needed.

Environmental Impacts

As indicated in Section 4.8, *Hydrology, Water Quality and Flooding*, the Specific Plan does not propose the use of the existing groundwater wells or the construction of new groundwater wells on the site. The existing wells would be abandoned and capped in accordance with California Well Standards and County Environmental Health Department permits and procedures.

Future development under the proposed *Ventana at Duncan Canyon Specific Plan* would require water service from the West Valley Water District. The Specific Plan shows that 12-inch water main lines would be provided along major streets on the site, connecting to existing water line on Lytle Creek Road (southwest of the site) and the existing 16-inch water line on Duncan Canyon Road. Service to each planning area would be provided by extensions from the proposed main lines.

Estimates of water consumption from the project, as calculated by the West Valley Water District, are provided in Table 4.14-1, *Estimated Water Consumption*. As shown, the project is expected to use an average of approximately 531 acre-feet per year (ac/yr) or 0.46 mgd, with a peak demand of approximately 0.91 mgd.

TABLE 4.14-1
ESTIMATED WATER CONSUMPTION

Land Use	Size	Water Use (gpm/ac)	Average Day Demand	Peak Day Demand	Water Use (af/yr)
Residential	842 units on approximately 57 acres	3.54 gpm/acre	0.29 mgd	0.58 mgd	326 af/yr
Commercial	34 acres	2.43 gpm/acre	0.14 mgd	0.28 mgd	160 af/yr
Open Areas	7 acres	2.43 gpm/acre	0.02 mgd	0.05 mgd	46 af/yr
		Total	0.46 mgd	0.91 mgd	531 af/yr

gpm – gallons per minute
Source: West Valley Water District, 2006.

The District does not plan to develop new sources of water supply to serve future increases in demand for water within its service area, but will utilize greater amounts of water from groundwater basins, surface water and imported water sources. Available extraction rights and supplies from various sources is expected to provide the District with as much as 81,000 acre-feet of water during the normal year, with 57,100 acre-feet of water during multiple-dry years. The District has anticipated future increases in water demand and is planning to meet this demand through the drilling of new groundwater wells, rehabilitation of existing wells, expansion of the Roemer water filtration facility, and construction of two new water filtration facilities.

In its Master Plan, the District estimated the 2004/2005 demand at 192 mgd of potable water and 1.2 mgd of non-potable irrigation water. Peak summer day demand was 38.4 mgd of potable water and 1.9 mgd of non-potable water. Projected 2005/2006 peak day demand was estimated at 40.4 mgd of potable water and 0.8 mgd of non-potable water.

Currently, the District has provided Will Serve letters to several developments in the North Fontana area. Adding the West Valley Water District's current obligations to proposed developments in its service area (equivalent to 9.93 mgd) to the 2005/2006 peak day demand of 40.4 mgd brings a total of 50.33 mgd of projected peak day water demand. With all wells and water filtration facilities operating 24 hours per day, the District would have 60.6 mgd of water, which is greater than the peak day demand.

Adding the *Ventana at Duncan Canyon Specific Plan*'s estimated peak demand of 0.91 mgd equates to a total of 51.24 mgd of peak day demand. This is within the District's current peak day water production capacity of 60.6 mgd, with a remaining reserve production capacity of 9.36 mgd.

The District also projects a total water demand of 45,000 acre-feet per year, with available supplies of 57,100 acre-feet for multiple dry years. Thus, there is capacity to serve the water demand of existing and

future developments within the service boundaries of the District for the next 20 years, including the proposed development within the *Ventana at Duncan Canyon Specific Plan*. Sufficient water supplies are available to serve the project and no adverse impacts on water services are expected.

In order to obtain water services, future developments on the site would utilize the existing 16-inch water line located along Duncan Canyon Road and the 12-inch line on Lytle Creek Road. New water lines shall be extended along existing and planned roadways on the site, with water service connections provided to individual parcels and commercial building pads. These water line extensions would have to be made in coordination with the West Valley Water District during the construction of each project phase. No adverse impacts on water services are expected.

While the Water District has indicated that water supplies are available for future developments on the site, the District was adopted a Water Conservation Plan to address drought conditions and the potential for water shortages. Stage 1 refers to normal conditions; Stage 2 calls for a voluntary program with a goal of 10 to 25% reduction in water use; Stage 3 calls for a voluntary and mandatory program with a goal of 25 to 35% reduction in water use; and Stage 4 is a Water Emergency with a voluntary and mandatory program and a goal of 35 to 50% reduction in water use.

In October 2004, the District enacted Stage 2 for water conservation, which calls for the voluntary implementation of water conservation measures, including:

1. All new structures shall be equipped with ultra low flush toilets, low flow showers and faucets, and insulated hot water lines.
2. Existing structures, which are remodeled or expanded, shall be retrofitted with toilet tank dams or use ultra-low flush toilets and low flow showers and faucets.
3. Use of lawns shall be minimized in new commercial, hotel, condominium, and large scale housing developments.
4. Use of native or water conserving trees, shrubs, lawns, grass, groundcover, vines and other plant species for landscape planting or replanting.
5. Development of a water conservation plan for large water users.
6. Cooperation by the district with other water agencies on increasing public awareness on the benefits of water conservation.
7. Encouragement of large water users to implement water recycling and reuse systems.
8. Watering with sprinklers between 11:00 PM and 8:00 AM and hand watering between 6:00 PM and 8:00 AM.
9. Restaurants shall not serve water to their customers unless specifically requested by the customer.
10. No hose washing of sidewalks, walkways, driveways, parking areas, patios, porches, verandas, tennis courts or other paved, concrete or other hard surface areas, except that flammable or other similarly dangerous or unhealthy substances may be washed from these areas by direct hose flushing.
11. No water shall be used to clean, fill, operate or maintain levels in decorative fountains unless such water is part of a recycling system.
12. Washing of automobiles, trucks, trailers, boats, airplanes, and other types of mobile equipment is prohibited unless done with hand-held bucket or hand held hose equipped with an automatic positive shut off trigger nozzle for quick rinses, except for commercial car washes utilizing recycling systems.
13. Use of sprinklers during high winds is prohibited.
14. All customers are asked for a voluntary minimum 10% reduction of their water consumption over their last year's consumption.

15. Commercial nurseries and publicly owned lawns, landscapes, parks, school grounds, golf courses, and freeways shall be irrigated between the hours of 11:00 p.m. and 6:00 a.m. and consumption shall be reduced to 25% less than the customer's last year's comparable billing period unless they are using reclaimed water.
16. Water use for compaction, dust control, and other types of construction shall be by permit only and will be limited to conditions of the permit or may be prohibited as determined by the General Manager or his designee.

Additionally, the Inland Empire Utilities Agency (IEUA) is currently implementing a plan to provide recycled water throughout much of their service area. A total of seven pressure zones (based on elevation) for recycled water supply and distribution are being developed. According to IEUA, the site for the proposed *Ventana at Duncan Canyon Specific Plan* is located within the 1600 zone. Thus, recycled water will be available for use at the site in the future. The recycled water would be suitable for uses such as irrigation, cooling towers, decorative fountains, toilets and urinals, mixing concrete and flushing sanitary sewers. Use of recycled water in such areas would also reduce demand for groundwater, surface water, and imported water supplies from the project.

The City of Fontana is currently in the process of developing guidelines for a City-wide Recycled Water System, which will include requirements for new developments to provide recycled water lines and utilize recycled water supplies for irrigation, cooling towers, decorative fountains, and other similar uses, as feasible. This program is expected to be in place within the next 2 to 3 years. Since buildout of the site would occur by 2013, developments that occur after the City adopts the recycled water system regulations would need to comply with City requirements for the installation of recycled water lines and the use of recycled water. This will reduce potable water demand from the project. Impacts on water services are expected to be less than significant.

Standard Conditions and Mitigation Measures

Standard Conditions

Future development under the proposed Specific Plan would generate a demand of water. The implementation of the following standard conditions would reduce the project's potential adverse impacts on water services:

Standard Condition 4.14.1: The developer shall coordinate with the West Valley Water District on water line extensions to serve individual parcels and building pads on the site. All water facilities shall be constructed in accordance with the District's rules and regulations and Standards for Domestic Water Facilities.

Standard Condition 4.14.2: Future developments shall implement water conservation measures into the project design of the individual developments on the site to reduce water demand, in accordance with the Water Conservation Plan of the West Valley Water District.

Mitigation Measures

No significant adverse impact on water services is expected and, thus, no mitigation measure is recommended. As discussed under Section 4.8, *Hydrology, Water Quality and Flooding*, the following mitigation measure would be implemented.

Mitigation Measure 4.8.1: The existing water wells shall be abandoned and capped by a registered well contractor prior to future redevelopment or rehabilitation of the residence/winery, in accordance with California Well Standards and County Environmental Health Department permits and procedures.

Unavoidable Significant Adverse Impacts

The proposed project would generate a demand for water and would require water supplies and services from the West Valley Water District. Implementation of the standard conditions is expected to provide adequate service and reduce water demands. No unavoidable significant adverse impact on water services is expected.

4.14.2 Wastewater and Sewer Services

Environmental Setting

Within the City of Fontana, wastewater collection is provided by the City's sewer lines. Sewage is conveyed from the City's sewer lines to the sewer mains owned and operated by the Inland Empire Utilities Agency (IEUA) and the Rialto Sewer District for off-site treatment and disposal.

The IEUA provides sewage treatment for the majority of the City, through the agency's Regional Plant 1 (RP-1) at Archibald Avenue in Ontario and RP-4 at Sixth Street Avenue in Rancho Cucamonga. IEUA's service area includes the northern, central and southwestern portions of the City of Fontana, and unincorporated County land in the City's sphere of influence. Approximately 90 percent of the City's sewage volume (south of Arrow Highway) is directed to RP-1 and 10 percent (north of Arrow Highway) is directed into RP-4.

The project site is within the service boundaries of the IEUA's RP-4 treatment plant, although there are no sewer lines near the site. The Etiwanda regional interceptor sewer collects wastewater from the project area via the City's trunk lines and sewer lines for treatment at RP-4. The Etiwanda regional sewer ranges in size from 10 to 36 inches in diameter. The IEUA's RP-4 has a current capacity of 7.0 mgd. Wastewater flows to this plant are approaching capacity; thus, the plant is being expanded to increase capacity to 14 mgd by the end of 2007. During the plant expansion period, approximately 1.4 mgd is being bypassed from RP-4 to RP-1. Upon completion of the expansion, the 1.4 mgd will not be bypassed and additional flows of 2.6 mgd from the new San Bernardino Avenue interceptor and pump station will increase average daily flows to RP-4 to approximately 11mgd.

The Regional Plant No. 5 (RP-5), located in the city of Chino, began operation in March 2004. RP-5 is designed to treat 15 mgd of wastewater. Ultimately, RP-5 will treat 60 mgd of wastewater and process 68 mgd of solids from RP-5 and IEUA's Carbon Canyon Water Recycling Facility.

As stated, the project site is largely vacant with the exception of a single family residence at Lytle Creek Road and Duncan Canyon Road. There are no sewer lines on or near the site and the existing residence is served by a septic system. Sewer lines are present west of the I-15 Freeway and in areas east and south of the site.

Threshold of Significance

Appendix G of the CEQA Guidelines states that a project could have a significant adverse impact on utilities, if implementation of the project results in any of the following:

- ◆ Requires or results in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects;
- ◆ Exceeds wastewater treatment requirements of the applicable Regional Water Quality Control Board; or
- ◆ Results in a determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.

Environmental Impacts

The existing septic tank on the site would not be utilized by future residential and commercial developments under the proposed Specific Plan. This tank would be abandoned by a licensed contractor in accordance with the San Bernardino County Environmental Health Department's permits, procedures and guidelines, to ensure that no adverse impacts on the soil and groundwater occur.

Future development under the proposed *Ventana at Duncan Canyon Specific Plan* would generate sewage and a demand for sewer service and disposal. To provide sewer service to the site, the Specific Plan shows that new 8- to 15-inch sewer main lines shall be extended from the existing 15-inch line on Lytle Creek Road (southwest of the site), northeast and north through the site, with sewer service connections to individual planning areas extending from the proposed sewer main.

Estimates of sewage generation from the proposed project are based on generation factors used by the Fontana Sewer Master Plan (which are slightly higher than factors in the Fontana Municipal Code Section 23-316), as provided in Table 4.14-2, *Estimated Sewage Generation*. As shown, the project is estimated to generate approximately 295,533 gallons of sewage per day. This is approximately 64 percent of the total water consumption from future developments on the project site.

TABLE 4.14-2
ESTIMATED SEWAGE GENERATION

Land Use	Size	Sewage Generation Factor	Sewage Generation
Residential Uses	842 units	279 gpd/unit	234,918 gpd
Commercial Uses	40.41 acres	1,500 gpd/acre	60,615 gpd
	Total		295,533 gpd

gpd – gallons per day

Source: Fontana Sewer Master Plan and Ventana at Duncan Canyon Specific Plan.

As indicated by the IEUA, approximately 3.0 mgd of capacity at RP-4 will become available in 2007 to serve the project area, including the proposed project. The project would utilize approximately 0.3 mgd of this available capacity and RP-4 would still have 2.7 mgd of capacity for other planned developments. Thus, no facility expansions or upgrades, beyond the currently planned expansion, are needed to provide adequate sewer service to the project. Impacts on sewer services are expected to be less than significant.

The project would need to pay sewer connection fees to the IEUA and monthly service charges to the City for sewer services. The fees are used to fund plant operations and expansions, as well as system maintenance, needed to provide adequate sewer services to the project site and the surrounding area. Water conservation measures would also reduce sewage generation from future developments on the site.

Standard Conditions and Mitigation Measures

Standard Conditions

Future development under the proposed Specific Plan would generate a demand of sewage disposal and treatment. The implementation of the following standard condition would reduce the project's potential adverse impacts on sewer services:

Standard Condition 4.14.3: The developer shall coordinate with the Inland Empire Utilities Agency and the City of Fontana on sewer line extensions and service connections to serve individual parcels and building pads on the site.

Mitigation Measures

No significant adverse impact on sewer services is expected and, thus, no mitigation measure is recommended. As discussed under Section 4.8, *Hydrology, Water Quality and Flooding*, the following mitigation measure would be implemented.

Mitigation Measure 4.8.2: The existing septic tank shall be abandoned and capped prior to future redevelopment or rehabilitation of the residence/winery, in accordance with San Bernardino County Environmental Health Department permits and procedures.

Unavoidable Significant Adverse Impacts

Future development under the proposed Specific Plan would generate a demand for sewage disposal and would require services from the City and the Inland Empire Utilities Agency. Sewage treatment capacity is available to serve the proposed developments on the site. Implementation of water conservation measures would also reduce sewage generation. Installation of sewer lines on-site and implementation of the standard condition is expected to provide adequate sewer service and reduce sewer service demands. No unavoidable significant adverse impact on sewer services is expected.

4.14.3 Storm Drainage

Environmental Setting

The project site is largely vacant and the majority of stormwater percolates into the ground, with off-site flows in a general south and southwest direction. There are no drainage facilities on or near the project site, as runoff from the vacant lands in the project area percolate into the ground.

The Fontana Drainage Master Plan shows the runoff from the northern portion of the site flowing south into a proposed line on Duncan Canyon Road and westerly on Duncan Canyon Road Drain to the Hawker-Crawford Channel, located west of the I-15 Freeway. A 102-inch storm drain line is proposed on Duncan Canyon Road from Sierra Avenue, going west past the site, and connecting to trapezoidal channels proposed on both sides of the I-15 Freeway (at the western boundary of the site). The channels would connect to the Rich Basin, which is connected to the Hawker-Crawford Channel, the San Sevaine Basin, and the San Sevaine Channel.

A trapezoidal channel is also proposed along the I-15 Freeway, starting from just south of Sierra Avenue, along the site's western boundary and southwesterly to Duncan Canyon Road. The City is currently evaluating the realignment of this storm drain line to Citrus Avenue, such that the proposed channel

would turn south at Citrus Avenue and connect to the proposed line farther south of Citrus Avenue that would connect to the proposed box culvert on Duncan Canyon Road.

Threshold of Significance

Appendix G of the CEQA Guidelines states that a project could have a significant adverse impact on utilities, if implementation of the project results in the following:

- ◆ Requires or results in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

Environmental Impacts

Future development under the proposed *Ventana at Duncan Canyon Specific Plan* would result in the creation of impervious surfaces on the site, resulting in increases in stormwater runoff rates and volumes. Future residential and commercial developments would lead to the introduction of building structures, roadways, parking lots, driveways, and walkways, which would reduce ground percolation of stormwater and increase runoff from the project site. Stormwater from the developed site would require drainage and disposal.

The storm drain system for the project area has not been built and planned drainage lines along Duncan Canyon Road and across the I-15 Freeway that would serve the site do not exist at this time.

As discussed in the proposed Specific Plan, the on-site storm drainage system would include curbs and gutters on local streets, catch basins and inlets, and underground storm drain lines connecting to storm drains proposed on abutting roadways. A proposed 33- to 45-inch storm drain line would be constructed on Lytle Creek Road, with southerly flows on Lytle Creek Road toward an 8-foot by 10-foot reinforced concrete box culvert on Duncan Canyon Road. On Duncan Canyon Road, stormwater would flow westerly in the box culvert toward the I-15 Freeway, where it would connect to the storm drain line proposed as part of the I-15/Duncan Canyon interchange project and connect to the Hawker-Crawford Channel farther west.

A 27- to 48-inch reinforced concrete storm drain line would be constructed along Lytle Creek Road, south of Duncan Canyon Road, to connect into an existing 66-inch reinforced concrete pipe on the segment of Lytle Creek Road southwest of the site, which currently ends at the MWD easement in the Citrus Heights development.

Since the downstream storm drain system has not been constructed, the San Bernardino County and the City of Fontana require that new developments retain increases in stormwater flows plus 10 percent of existing flows and release only 90 percent of existing flows into the street. This would prevent the addition of flows into the undeveloped drainage system.

As proposed, the project would include the construction of an on-site storm drain system, with the provision of interim retention/detention basins in Planning Areas 1 and 8 to capture flows from residential developments in the northern section of the site and an interim retention basin at the southern section of Planning Area 2 to capture flows from the northern section of the site, prior to the completion of the storm drain system at the freeway interchange on Duncan Canyon Road. These basins would allow runoff from the site to percolate into the ground and thus, prevent stormwater from going off-site, while at the same time providing drainage for the developed areas of the site. Upon completion of downstream facilities, the basins would be eliminated and flows allowed to discharge off-site.

Construction of the proposed on-site storm drain facilities, as contained in the Specific Plan and as approved by the City, will provide adequate storm drainage for the project area. On-site facilities will be constructed as part of each development to ensure that adequate facilities to serve the proposed residential and commercial uses and to eliminate the existing flood hazard on the project site.

The project would also need to comply with NPDES mandates regarding the prevention of pollutant discharges into the stormwater through the development and implementation of Stormwater Pollution Prevention Plans and Water Quality Management Plans for each development, as discussed in Section 4.8, *Hydrology, Water Quality and Flooding*.

Standard Conditions and Mitigation Measures

Standard Conditions

Future development under the proposed Specific Plan would increase stormwater runoff from the site. The implementation of the following standard condition would reduce the project's potential adverse impacts on storm drainage services:

Standard Condition 4.14.4: The developer shall coordinate with the City of Fontana on the construction of needed storm drain lines and facilities to prevent flood hazards and to provide adequate storm drainage for the proposed developments.

Mitigation Measures

No significant adverse impact on storm drainage is expected and, thus, no mitigation measure is recommended. Stormwater pollution and flood hazards are addressed in Section 4.8, *Hydrology and Water Quality*.

Unavoidable Significant Adverse Impacts

Future development under the proposed Specific Plan would increase stormwater runoff from the site, which would be conveyed into proposed storm drain lines on Duncan Canyon Road and Lytle Creek Road. Construction of needed storm drain lines and facilities to serve the project and the surrounding area would prevent unavoidable significant adverse impact on storm drainage.

4.14.4 Solid Waste Disposal

Environmental Setting

Solid waste disposal services are provided in the City of Fontana by Burrtec Waste Industries, Inc. The company's service base includes over 150,000 residential customers and more than 16,000 commercial customers throughout Riverside, San Bernardino and Los Angeles counties. Burrtec operates five satellite hauling facilities and three satellite Material Recovery Facilities/Transfer Stations, with its corporate headquarters located in the City of Fontana. Collected solid wastes from Fontana are brought to the West Valley Material Recovery Facility (MRF), located at 13373 Napa Street, west of the City of Fontana. This MRF is permitted to accept 5,000 tons per day of municipal solid wastes and mixed recyclables. Refuse from the MRF is brought to the Mid-Valley Landfill, located at 2390 North Alder Avenue in the City of Rialto.

The County of San Bernardino Solid Waste Management Division (SWMD) is responsible for the operation and management of the County of San Bernardino's solid waste disposal system, including the Mid-Valley Sanitary Landfill, which serves the project area.

The Mid-Valley Sanitary Landfill is located approximately 2.3 miles southeast of the project site and will likely be used to dispose of solid wastes from the site. This 498-acre landfill accepts non-hazardous residential, commercial and industrial solid wastes. It has a design capacity of 62 million cubic yards; has a daily limit capacity of 7,500 tons per day; and currently receives approximately 3,500 tons per day. It has a remaining capacity of approximately 73.9 million cubic yards.

On occasions when the Mid-Valley Landfill can no longer accept waste (due to inclement weather and/or reaching peak capacity for the day), commercial haulers are diverted to the Colton Sanitary Landfill, located in the City of Colton (approximately 17 miles southeast of the project site). Mid-Valley Landfill is expected to serve the City of Fontana and the surrounding areas through the year 2033.

The San Bernardino County Waste Management Division has indicated that sufficient long-term capacities at the Mid-Valley Landfill are available to handle the disposal needs of the San Bernardino Valley area for the next 27 years. Future expansion projects are proposed for Victorville and Barstow Sanitary Landfills; however, no new landfills are planned. However, landfill disposal remains a limited resource and the County Waste Management Division suggests that long-term impacts due to future growth must be realized through waste reduction programs.

The County landfills do not accept hazardous wastes. Hazardous waste disposal services are provided by private contractors or through the City of Fontana. The City's Household Hazardous Waste Collection Center is located at 16454 Orange Way and accepts household hazardous wastes, such as paints, cleaners, medical sharps, and automobile products.

In accordance with AB 939, the City of Fontana and Burrtec operate waste diversion and recycling programs for residents and businesses in the City, which include residential curbside recycling for recyclable materials, waste oil, and green waste and a variety of recycling options for commercial customers.

Threshold of Significance

Appendix G of the CEQA Guidelines states that a project could have a significant adverse impact on utilities, if implementation of the project results in any of the following:

- ◆ Would be served by a landfill without sufficient permitted capacity to accommodate the project's solid waste disposal needs; or,
- ◆ Does not comply with federal, state, and local statutes and regulations related to solid waste.

Environmental Impacts

Future development under the proposed *Ventana at Duncan Canyon Specific Plan* would generate solid wastes and create a direct demand for solid waste collection and disposal services. Construction activities on the site would generate solid wastes requiring disposal at local landfills. Construction waste disposal would be short-term and incremental as each planning area and development is built and would be dependent on the number and size of structures constructed. Estimates of construction waste range from 3.0 to 5.2 pounds per square foot of construction, or an average of 4 pounds per square foot and 0.025 cubic yard per square foot. Assuming the proposed 842 units would each have an average of 1,100 square feet of

floor area, the proposed residential uses and 574,500 square feet of commercial developments would generate approximately 3,001.4 tons or 37,517.5 cubic yards of construction wastes. There are existing capacities at the West Valley MRF and the Mid-Valley Landfill to accept these construction wastes.

Estimates of long-term solid waste generation associated with future developments on the project site are provided in Table 4.14-3, *Estimated Solid Waste Generation*.

TABLE 4.14-3
ESTIMATED SOLID WASTE GENERATION

Land Use	Size	Employees	Generation Factor	Waste Generation
Residential Uses	842 units		12.23 lbs/unit/day	10,298 lbs/day
Commercial Uses	574,500 sf	2,023	10.53 lbs/employee/day	21,302 lbs/day
				Total 31,600 lbs/day
sf –square feet				lbs – pounds
Source: Integrated Waste Management Board				

As shown, approximately 31,600 pounds or 15.8 tons of solid wastes per day would be generated by the project, requiring disposal at area landfills. There is a remaining daily limit capacity of 4,000 tons per day at the Mid-Valley Landfill to serve the waste disposal needs of the project. The project would utilize approximately 15.8 tons per day of this available capacity and the Mid-Valley Landfill would still have 3,984.2 tons per day of remaining capacity. Thus, no significant adverse impacts on landfill services are expected.

Burrtec has indicated that they have the capacity and resources to serve current and potential customers on the project site, with no adverse impact to existing services. The County Solid Waste Department has also indicated that there is available capacity to serve the waste disposal needs of the region for the next 27 years. Thus, future development under the *Ventana at Duncan Canyon Specific Plan* would be adequately served by existing waste collection services and landfills.

In accordance with AB 939, the proposed residential and commercial developments would be participating in City-wide recycling programs and hazardous waste disposal to reduce demands for landfill space and prevent land or water contamination from hazardous wastes. As required by the City, residential curbside service shall include provision of recycling bins and commercial retail and office uses shall have designated trash collection areas within each development and provide collection services for recyclables. No significant adverse impacts on solid wastes would occur with the project.

Standard Conditions and Mitigation Measures

Standard Conditions

Future development under the proposed Specific Plan would generate solid wastes requiring collection and disposal. The implementation of the following standard conditions would reduce the project's potential adverse impacts on solid waste disposal services:

Standard Condition 4.14.5: The developer shall coordinate with Burrtec on the provision of solid waste collection services to individual developments on the project site.

Standard Condition 4.14.6: Burrtec and the City shall promote the recycling of wastes through the provision of informational brochures, recycling bins, barrel service, and recycled waste collection services to future residential and commercial developments on the site.

Mitigation Measures

No significant adverse impact on solid waste disposal services is expected and, thus, no mitigation measure is recommended.

Unavoidable Significant Adverse Impacts

The proposed project would generate solid wastes and would require disposal services from Burrtec and landfill capacity at the Mid-Valley Sanitary Landfill. Existing landfill capacity is available to serve the proposed developments on the site. Implementation of waste reduction and recycling measures would also reduce solid waste generation from future developments. No unavoidable significant adverse impact on solid waste disposal services is expected.

4.14.5 Electrical Power Service

Environmental Setting

The Southern California Edison (SCE) Company provides electrical power service to the Southern California region, including the project area. SCE is one of the largest electric utilities in the United States. On an average day, SCE provides power for approximately 13 million individuals, 430 communities and cities, 5,000 large businesses, and 280,000 small businesses in central and southern California. SCE's service area includes a 50,000-square-mile area in coastal, central, and southern California. The company's distribution system includes 16 utility interconnections and 4,990 transmission and distribution circuits.

Existing power lines serving the project site include 12,000-kilowatt (KW) overhead lines on 40-foot wood poles run along the east side of Citrus Avenue (east of the site) and on the north side of Duncan Canyon Road. High voltage (500 kilovolt) transmission lines within an approximately 200- to 250-foot wide right-of-way run along the southern boundary of the project site.

Power consumption at the site is limited to the demand generated by the single-family residence and accessory structures at the southeast corner of Lytle Creek Road and Duncan Canyon Road.

Threshold of Significance

A project is considered to have a significant adverse impact on utilities, if implementation of the project results in any of the following:

- ◆ Requires or results in the construction of new utility facilities or the expansion of existing facilities, the construction of which could cause significant environmental effects;
- ◆ Results in inadequate services to existing customers; or
- ◆ Sufficient energy resources are not available to serve the project.

Environmental Impacts

Future development under the proposed *Ventana at Duncan Canyon Specific Plan* would create a direct demand for electrical power services. Energy demand is highly variable between various types of appliances and machinery/equipment, and estimates of electric power consumption are difficult to make

without more detailed information on the types of commercial uses that would be built on the project site and the equipment that will be in use.

General consumption factors for land uses are used in the estimates provided in Table 4.14-4, *Estimated Power Consumption*, below. As shown, as much as 13.14 million kilowatt-hours per year would be needed to serve future development under the proposed Specific Plan. This represents a minor amount of SCE's total power generation to serve the region.

TABLE 4.14-4
ESTIMATED POWER CONSUMPTION PER YEAR

Land Use	Size	Consumption Factor	Estimated Consumption
Residential	842 units	5626.5 kWh/unit/year	4.74 million kWh
Commercial/Retail	105,550 sf	13.55 kWh/sf/year	1.43 million kWh
Office	362,930 sf	12.95 kWh/sf/year	4.70 million kWh
Hotel/Motel	73,620 sf	9.95 kWh/sf/year	732519 kWh
Restaurant	32,400 sf	47.5 kWh/sf/year	1.54 million kWh
		Total	13.14 million kWh

SCE provides electric power service on demand and would be able to serve future developments under the proposed Specific Plan. There are existing power lines on Duncan Canyon Road and Citrus Avenue that would serve as connection points for individual developments on the site. These lines are also expected to be placed underground as part of the project.

Coordination with SCE would ensure that adequate power service is available to serve the proposed project. At the same time, SCE encourages the use of energy conservation measures to reduce overall demand for electricity. These conservation measures are available to existing and future customers through SCE's Demand Side Management Programs.

The project proposes the realignment of Lytle Creek Road to run along the southern boundary of the southwestern section of the site, immediately north of the right-of-way of the SCE transmission lines. This realignment would require the demolition of the existing Lytle Creek Road and the construction of a new segment across the SCE right-of-way. A proposed roadway would also connect with Lytle Creek Road and extend southeasterly, crossing through the SCE right-of-way and connecting with Knox Avenue south of the site. In order to allow for roadway construction through the SCE right-of-way, the City of Fontana would have to receive a Roadway Easement from SCE. Generally, the City of Fontana would issue a “Friendly Condemnation Letter” to SCE to obtain the roadway easement. Project plans are also sent to SCE for approval and to ensure that no damage to their facilities and no interruption of electrical service occurs.

Grading operations would also occur along the southern boundary of the site, possibly extending into the adjacent SCE right-of-way. While a block wall is proposed in Planning Area 7 along the southern boundary between the site and the SCE right-of-way, grading may extend past the property line for a short distance along the site boundary and the SCE corridor. Proper coordination with SCE (to receive a Temporary Entry Permit) prior to and during grading activities would ensure no impacts occur.

Proper coordination with SCE would ensure that adequate power services are made available to future developments and that no adverse impacts on electrical power services and facilities occur with the project.

Standard Conditions and Mitigation Measures

Standard Conditions

Future developments under the proposed Specific Plan would generate a demand of electrical power. The implementation of the following standard conditions would reduce the project's potential adverse impacts on power services:

Standard Condition 4.14.7: The developer shall coordinate with SCE on line extensions to serve individual parcels and building pads on the site, as well as for construction in or near the SCE right-of-way.

Standard Condition 4.14.8: Future developments shall incorporate energy conservation measures into the project design of the individual developments, in compliance with the California Energy Efficiency Standards and as mandated under Title 24 of the California Code of Regulations (California Building Standards Code).

Mitigation Measures

No significant adverse impact on power services is expected and, thus, no mitigation measure is recommended.

Unavoidable Significant Adverse Impacts

Future developments under the proposed Specific Plan would generate a demand for electrical power and would require services from SCE. Existing power supplies are available to serve future development on the site. Implementation of energy conservation measures would also reduce power use. Extension of existing lines to individual parcels and building pads and implementation of the standard conditions are expected to provide adequate service and reduce energy demands. No unavoidable significant adverse impact on power services is expected.

4.14.6 Natural Gas Service

Environmental Setting

The project area is served by the Southern California Gas Company (SCG), a subsidiary of Sempra Energy. SCG is the nation's largest natural gas distribution utility, and serves approximately 19.5 million people through 5.5 million gas meters in more than 530 communities in the region. The company's service area encompasses 23,000 square miles throughout most of central and southern California, from Visalia to the Mexican border. SCG delivers nearly one trillion cubic feet of gas annually, or about five percent of all the natural gas delivered in the United States. Like other privately-owned utilities in the state, Southern California Gas Company's operations are regulated by the California Public Utilities Commission.

The existing residence does not have natural gas service and the nearest gas line is located on Lytle Creek Road near the southwestern corner of the site and on Citrus Avenue at Summit Avenue. Two high-pressure gas lines also run southwesterly through North Fontana and pass near the southeastern corner of the site.

Threshold of Significance

A project is considered to have a significant adverse impact on utilities, if implementation of the project results in any of the following:

- ◆ Requires or results in the construction of new utility facilities or the expansion of existing facilities, the construction of which could cause significant environmental effects;
- ◆ Results in inadequate services to existing customers; or
- ◆ Sufficient energy resources are not available to serve the project.

Environmental Impacts

Future developments under the proposed Specific Plan would create a demand for natural gas services. Since energy demand is highly variable between various types of appliances and machinery/equipment, estimates of natural gas consumption are difficult to make without more detailed information on the types of commercial uses that would be built on the project site and the mechanical equipment that would be in use.

General consumption factors for residential, commercial and office land uses are used in the estimates provided in Table 4.14-5, *Estimated Gas Consumption*, below. As shown, as much as 4.86 million cubic feet of natural gas per month would be needed to serve the proposed development on the site. This represents a minor amount (less than 0.01 percent) of SCG's total gas generation for the region.

TABLE 4.14-5
ESTIMATED GAS CONSUMPTION PER MONTH

Land Use	Size	Consumption Factor	Estimated Consumption
Multi-family Residential	842 units	4011.5 cf/unit/month	3,377,683 cf
Commercial/Retail	137,950 sf	2.9 cf/sf/month	400,055 cf
Office	362,930 sf	2.0 cf/sf/month	725,860 cf
Hotel/Motel	73,620 sf	4.8 cf/sf/month	353,376 cf
		Total	4,856,974 cf/month
sf- square feet		cf – cubic feet	
Source: Consumption factors from SCAQMD Air Quality Handbook			

Natural gas lines will need to be extended from the existing lines on Lytle Creek Road and on Citrus and Summit Avenues to the site and service connections provided to individual parcels, in coordination with SCG. SCG states that the availability of natural gas service is based on conditions of gas supply and regulatory agencies. However, the gas consumption from the project is not expected to represent a significant amount of SCG's natural gas supplies, and supplies are available to serve the project.

Coordination with SCG would be needed to allow for timely and adequate service to the site. Implementation of energy efficiency measures would also reduce gas consumption by the proposed residential and commercial developments. No adverse impacts on the existing gas lines or natural gas services are expected with the project.

Standard Conditions and Mitigation Measures

Standard Conditions

Future developments under the proposed Specific Plan would generate a demand of natural gas. The implementation of the following standard condition would reduce the project's potential adverse impacts

on natural gas services:

Standard Condition 4.14.9: The developer shall coordinate with SCG on gas line extensions to serve individual parcels and building pads on the site.

Mitigation Measures

No significant adverse impact on natural gas services is expected and, thus, no mitigation measure is recommended.

Unavoidable Significant Adverse Impacts

Future developments under the proposed Specific Plan would generate a demand for natural gas and would require services from SCG. Existing natural gas supplies are available to serve future development under the proposed Specific Plan. Implementation of energy conservation measures would also reduce energy demands and natural gas consumption. Implementation of the standard condition is expected to ensure adequate service. No unavoidable significant adverse impact on natural gas services is expected.

4.14.7 Telephone and Cable Television Services

Environmental Setting

Telephone service to the project area is provided by the SBC Telephone Company (now AT&T). There are no existing telephone lines in the project area that serve the site. The nearest lines are located at the intersection of Summit Avenue and Knox Avenue (approximately 0.68-mile south of the site).

The project area is served by Adelphia Communications, one of the nation's leading cable companies with more than 5.5 million residential customers nationwide. In addition to cable entertainment, Adelphia offers digital television, high-speed internet access, long distance telephone service, and paging. There are no existing cable lines located in the project area. The nearest line is located near the southeast corner of the intersection of Summit Avenue and Sierra Avenue. Adelphia has indicated that, in coordination with SBC and SCE, there are future plans to extend cable lines into the northern Fontana area to provide cable services to existing and future residents.

Threshold of Significance

A project is considered to have a significant adverse impact on utilities, if implementation of the project results in any of the following:

- ◆ Requires or results in the construction of new utility facilities or the expansion of existing facilities, the construction of which could cause significant environmental effects; or
- ◆ Results in inadequate services to existing customers.

Environmental Impacts

Future developments under the proposed Specific Plan will create a direct demand for telephone services. Demand for telephone service would be dependent on the needs of individual households and commercial uses. SBC/AT&T would provide telephone service through the extension of feeder and distribution lines into the project site and to individual parcels. Telephone line extension, undergrounding of lines, required

manholes and conduits, and any necessary facility upgrades would have to be coordinated with SBC/AT&T during the construction phase. No adverse impacts are expected.

The proposed project would also create a demand for cable television services. Demand for cable service would be dependent on users, the type of land use, and other factors which cannot be quantified without more specific information on user needs and preferences.

Adelphia continues to expand its facilities to accommodate increased demand and serve future development. Since the company provides service on demand, new facilities and lines would be constructed as needed to serve future developments on the site. Cable services to the site would likely require the extension of existing lines from developed areas located southeast of the site. The extent of demand is not known at this time, and it would be necessary to coordinate with Adelphia to ensure the timely provision of cable services to the proposed project. At that time, Adelphia would review their existing facilities in relation to the proposed project and develop a plan for service expansion as necessary. No adverse impacts are expected.

Standard Conditions and Mitigation Measures

Standard Conditions

Future development under the proposed Specific Plan would generate a demand of telephone and cable television services. The implementation of the following standard condition would reduce the project's potential adverse impacts on these services:

Standard Condition 4.14.10: The developer shall coordinate with SBC/AT&T and Adelphia on telephone and cable line extensions to serve individual parcels and building pads on the site.

Mitigation Measures

No significant adverse impact on telephone and cable television services is expected and, thus, no mitigation measure is recommended.

Unavoidable Significant Adverse Impacts

Future developments under the proposed Specific Plan would generate a demand for telephone and cable television services and would require services from SBC/AT&T and Adelphia. Existing telephone and cable lines would be extended into the site to serve the proposed developments. No unavoidable significant adverse impacts on telephone and cable television services are expected.

SECTION 4.15: HUMAN HEALTH AND HAZARDS

4.15 HUMAN HEALTH AND HAZARDS

A Phase 1 Environmental Site Assessment (ESA) Report, dated October 13, 2005, was prepared by Tait Environmental Management, Inc., to determine the potential for hazardous materials to be present on the site and the impacts of on-site or nearby hazardous material users on future development proposed on the project site. The findings of the Phase 1 ESA are summarized below. The study is provided in Appendix L of this EIR.

4.15.1 Environmental Setting

Hazardous Materials

A hazardous material is defined as any substance that may be hazardous to humans, animals, or plants, and may include pesticides, herbicides, toxic metals and chemicals, volatile chemicals, explosives, and even nuclear fuels or low-level radioactive wastes. The City of Fontana has a wide variety of industries and land uses, which generate, use, or handle hazardous materials. Most of these sites are associated with industrial and commercial uses located on scattered sites throughout the City.

The majority of the project site is currently undeveloped and not in use, except for a single-family residence and accessory structures at 15885 Duncan Canyon Road, near the central western section of the site. These structures were built prior to 1980 and may contain asbestos materials and lead-based paint. Surveys of the site indicated that there are two concrete pads containing water valves and several fire hydrants on the eastern edge of the site. Additionally, a California Department of Transportation (Caltrans) electronic equipment compound, consisting of electric utility boxes and a monitoring pole, is located at the northern end of the site by the I-15 Freeway. No stained or distressed soil or vegetation in or around the equipment was observed.

Discarded stained soil was observed at the western edge of the site. While the source of the soil was undetermined; there were no indications that the stained soil had impacted on-site soils or groundwater in the area. Several pole-mounted electrical transformers are present on the site but no evidence of leakage from the transformers was observed.

No industrial or commercial uses are found on the site and the site is not listed in any database of hazardous material users or hazardous waste generators. The surrounding area consists of Citrus Avenue and vacant land to the east, the I-15 Freeway and Lytle Creek Road to the west, and the SCE transmission lines and right-of-way to the south.

During the database search performed for the Phase I ESA, the 6M Egg Ranch, located at 4850 Lytle Creek Road (approximately 0.5 mile northwest of the site), was identified on multiple Underground Storage Tank (UST) databases. However, based on this property's distance and hydraulic gradient (relative to groundwater flow) with respect to the site, the ranch is not expected to present hazards to the site.

Nearby land uses that handle hazardous materials include the Chevron gas station, located at 15160 Summit Avenue (approximately 0.91 mile southwest of the site); the Shell gas station, located at 3864 Sierra Avenue (approximately 1.14 miles to the northeast); Knox Street Mercury, located at 6133 Knox Avenue (approximately 1.36 miles to the south); and Ace Fireworks, located at 6183 Sierra Avenue (approximately 1.59 miles to the southeast). Other hazardous material users include the tank site of the Fontana Water Company at the southwestern corner of Citrus and Summit Avenues and J&D Welding, All American

Pipe/Steel, Coast Midwest Transport, Arrow Tire and Wheel, Anderson Trucking Service, Spas and Gazebos, Preferred Pallet (San Gabriel Valley Lumber and National Pallets), and Lowe's Home Improvement Store on Sierra Avenue south of Summit Avenue. At the northwest corner of the I-15 Freeway and Sierra Avenue interchange (northeast of the site) are four gas stations: Arco AM PM, Shell, Chevron and American Gas and Minimart.

The Mid-Valley Landfill is located approximately 2.3 miles southeast of the site at the southeastern corner of Summit and Mango Avenues. Groundwater contamination associated with landfilling activities has been reported at the Mid-Valley Landfill. However, the project site is upgradient of the landfill and groundwater flow is toward the south. Thus, contamination at the landfill is not likely to migrate to the site. Other hazardous material users are located farther away from the site and are unlikely to affect the project site.

Review of historic aerial photographs and USGS topographic maps shows that from 1901 to 1953, portions of the site were used for agricultural purposes (vineyards) and there were a few scattered farmhouses on the site. Between 1953 and 1966, vineyards were removed from the site and the SCE transmission lines were built just south of the site. Between 1966 and 1980, the I-15 Freeway was constructed northwest of the site and the residence removed from the southwest corner of Citrus Avenue and Duncan Canyon Road.

Fire Hazards

No oil or gas wells are located on the site or in adjacent areas. The project site is not located near an airport or airstrip, where hazards from aircraft operations are present. The site is not located within an area with wildfire hazards but supports heavy brush and thus, is subject to brush fire hazards. No other hazards are known to be present on-site or near the site.

There are two 36-inch high-pressure gas lines within a 100-foot wide right-of-way in the North Fontana area, running in a northeast to southwest direction parallel and immediately east of an SCE right-of-way. The gas line is nearest to the site where the 250-foot wide SCE right-of-way touches the southeastern corner of the site. In addition, a gas pumping facility, which includes aboveground valves/equipment over the underground gas main lines, is located approximately 1,200 feet east of Citrus Avenue on the proposed alignment of Duncan Canyon Road.

Electromagnetic Fields

High-voltage (500-kilovolt) power transmission lines run along the southern boundary of the site, within a 200 to 250-foot wide SCE right-of-way. These electrical transmission lines generate invisible electric and magnetic lines of force referred to as electromagnetic fields (EMF). There has been ongoing concern about EMF exposure and the potential for increased risks of developing rare forms of cancer. Studies from the late 1970s have suggested a possible relationship between cancer, specifically childhood leukemia, and exposure to EMF or proximity to overhead power lines. However, the scientific evidence is inconsistent and it cannot be clearly established that EMF causes cancer or increases the risk of cancer.

The International World Health Organization's International EMF Project states that EMF is a possible carcinogen for humans but other explanations could not be ruled out (i.e., socioeconomic factors, air pollution, use of home appliances, etc.). The National Institute of Health also states that scientific evidence for human health risk from EMF exposure is weak. While EMF is known to induce electric fields and current in the body, the health effects are not consistently adverse. Continued investigations and studies are being conducted to ensure that human exposure to EMF does not cause adverse health

effects; that man-made EMF-generating devices are safe and their use does not electrically interfere with other devices; and to establish various international guidelines and standards.

4.15.2 Threshold of Significance

According to Appendix G of the CEQA Guidelines, a project could have a significant adverse impact on hazards and hazardous materials, if its implementation results in any of the following:

- ◆ Creates a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
- ◆ Creates a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;
- ◆ Emits hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;
- ◆ Is located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment;
- ◆ For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area;
- ◆ For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area;
- ◆ Impairs implementation of or physically interferes with an adopted emergency response plan or emergency evacuation plan; or
- ◆ Exposes people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

4.15.3 Environmental Impacts

Future development under the proposed *Ventana at Duncan Canyon Specific Plan* would be exposed to existing on-site hazards. Also, construction and use of the future residential and commercial developments on the project site could create public safety or health hazards on the site or the surrounding area.

Hazardous Materials

Nearby hazardous material handlers are not expected to pose hazards to future development on the site due to their distance from the site. The Mid-Valley Landfill is located 2.3 miles southeast and down-gradient from the site. Thus, groundwater contamination at the landfill would not affect on-site uses. Other nearby hazardous material users are also not expected to affect the site due to their cross-gradient or down-gradient locations.

The project site was historically used as vineyards and residual pesticide concentrations may be present in the soils. These concentrations typically do not exceed current regulatory guidelines but this would have to be verified by soil sampling and analysis.

Impact 4.15.1: Agricultural chemical residue in areas historically used for agriculture may present hazards to construction workers and future residents, employees and visitors.

Testing of the on-site soils would be necessary to determine if contaminant levels in the soils exceed regulatory standards. If the results of the soil testing show chemical levels are below regulatory levels, development may proceed accordingly. When chemical levels are found to be above regulatory levels, remediation and removal of contaminated soils should occur prior to construction activities.

The proposed project would require the relocation and/or renovation of the existing residence and accessory structures located at the southeastern corner of Duncan Canyon Road and Lytle Creek Road. These structures were built prior to 1980 and may contain asbestos materials and lead-based paint. Relocation and renovation activities for these structures may result in the release of asbestos materials and lead-based paint, and may present hazards to the construction crew and, if not properly disposed, could contaminate on-site soils. Air-borne asbestos may also affect adjacent residences and other nearby land uses in Planning Area 2, depending on the timing of relocation/renovation. If Planning Area 2 is developed and residential units are occupied and commercial uses operating when the existing structures in Planning Area 9 are relocated/renovated, the residents, commercial tenants, and patrons in Planning Area 2 could be exposed to the hazards posed by asbestos and lead in existing structures.

Impact 4.15.2: Asbestos and lead in existing structures that would be relocated or renovated may pose health risks to the demolition crew and adjacent land uses.

Building relocation and renovation activities would need to comply with pertinent regulations for asbestos and lead materials to prevent health hazards. Compliance with SCAQMD and Cal-OSHA regulations regarding asbestos and lead-based paint handling and disposal would prevent health and safety impacts to the crew and the adjacent population. Disposal of these hazardous materials would also need to be made at landfills permitted to accept these hazardous materials.

Construction activities associated with development of the project site would involve the use of hazardous materials for construction, including paints, thinners, solvents, acids, curing compounds, grease, oil and other chemicals. These hazardous materials could pose risks to construction workers or lead to soil and groundwater contamination, if not properly stored, used or disposed. Compliance with existing hazardous material regulations would prevent undue hazards. This impact is expected to be less than significant, since construction activities on the site would involve limited hazardous material use and disposal would be made in accordance with existing regulations.

Residential uses proposed on the site would involve the use of hazardous materials, such as cleansers, solvents, paints, pesticides, and fertilizers, in household quantities. These hazardous materials would be limited and would not pose a significant risk to the on-site uses and adjacent developments. As part of the City's Household Hazardous Waste Program, residents would be informed on the proper disposal and drop-off locations. Impacts would be less than significant.

Future commercial uses on the project site may involve the handling of hazardous materials, depending on the type of activities or uses that would occupy the proposed commercial developments. Dry cleaners, gas stations, print shops, photography stores, paint stores, hardware stores, liquor stores, auto repair shops, and other similar uses involve the use of hazardous materials that could pose hazards to employees, patrons, visitors, and nearby residents. The presence of hazardous materials within these commercial uses would present health and safety hazards (fire, contamination, explosion, health problems, etc.) to employees, patrons, and residents of the site and adjacent land uses. The transport of hazardous materials to and from these uses would also add hazards to the surrounding roadways and freeways.

Hazardous materials are subject to federal, state, and local regulations regarding their use, handling, storage, transport, and disposal. The regulations include established measures for proper storage, use, and disposal, and a risk management and prevention plan for accidental spills. Compliance with relevant regulations by future commercial uses on the site would preclude the creation of hazards to on-site users and adjacent areas.

Fire Hazards

The development on the project site would change the largely vacant site to developed land, eliminating the potential for brush fires. The site is not used for emergency evacuation, and future development on the site would not affect evacuation along the surrounding streets: I-15 Freeway, Duncan Canyon Road, Citrus Avenue and Lytle Creek Road.

Any improvements near the electrical utility boxes and monitoring pole of Caltrans would require coordination with Caltrans, to ensure that their equipment is protected from damage and access is maintained. An encroachment permit would have to be obtained, which would outline the necessary measures to follow for any construction work in this area.

Improvement and widening of Citrus Avenue along the eastern edge of the site would not occur over the gas line right-of-way and would not adversely affect the adjacent high-pressure gas lines or the nearby pumping facility. Thus, no impacts are expected.

Electromagnetic Fields

The realignment of Lytle Creek Road would require the reconstruction of the roadway to curve and cross the SCE right-of-way. Hazards associated with vehicles crossing the SCE right-of-way would be minor and similar to those found at various locations where transmission lines and roadways intersect. Roadway construction would be made in accordance with the standards of SCE, to ensure that no disturbance or destruction of the transmission lines or towers occurs.

Residents that would occupy the homes nearest the southeastern boundary of the site would be separated from the SCE lines by Lytle Creek Road (with a 92-foot wide right-of-way), where Lytle Creek Road would be realigned to this location. However, when Lytle Creek Road turns northerly, the residential areas east of Lytle Creek Road (in Planning Area 7) and at the southeastern section of the site would be immediately north of the SCE right-of-way and the transmission lines. Future development on the site is required to provide at least 5 feet of separation from the SCE right-of-way. However, the residences in Planning Area 7 would be located near the electrical transmission towers (within 100 feet) and residents would be exposed to EMF from the transmission lines. EMF exposure may induce electric fields and current in the human body for nearby residents. However, decades of scientific research and investigations have not been able to conclude that EMF causes cancer or other adverse health effects.

According to CEQA Guidelines Section 15145, “*if, after thorough investigation, a lead agency finds that a particular impact is too speculative for evaluation, the agency should note its conclusion and terminate discussion of the impact*”. The known information about electromagnetic fields is summarized above, and no conclusion of significance is reached. The existing scientific data are inconclusive and potential impacts are speculative in nature; therefore, this issue area is dismissed from further analysis in this EIR.

4.15.4 Standard Conditions and Mitigation Measures

Standard Conditions

Numerous regulations address hazardous materials use, storage, transport, and disposal. Implementation of the following standard conditions would prevent undue public health and safety hazards associated with hazardous materials use by future developments on the site:

Standard Condition 4.15.1: Construction activities and commercial developments that utilize hazardous materials shall comply with applicable regulations regarding hazardous materials use, handling, storage, transport, and disposal.

Standard Condition 4.15.2: Reconstruction of Lytle Creek Road across the SCE right-of-way shall comply with SCE guidelines for structures and improvements near power transmission lines and towers.

Standard Condition 4.15.3: Work within the I-15 Freeway right-of-way or near the utility boxes by the freeway shall comply with the conditions outlined in the encroachment permit from the California Department of Transportation (Caltrans).

Standard Condition 4.15.4: If unusual soil staining and/or odors are encountered during grading and excavation activities, future assessment of the soils shall be conducted prior to the continuation of grading or excavation activities. If the results of the soil testing show the presence of chemical below regulatory levels, grading or excavation may proceed accordingly. Remediation and/or removal of contaminated soils shall be made prior to development, if chemical levels are above regulatory standards. Remediation shall be made in coordination with the local health department, SCAQMD, the California Department of Toxic Substances Control, the U. S. Environmental Protection Agency or other regulatory agencies and in compliance with established maximum contaminant levels.

Mitigation Measures

Implementation of the following mitigation measures would reduce impacts associated with on-site hazards:

Mitigation Measure 4.15.1: Prior to grading and construction of the residences, a test of the topsoil within the areas previously used for agriculture shall be conducted to determine levels of agricultural chemical residue and any necessary remediation. Results of the testing shall be submitted to the Department of Environmental Health to identify the need for remediation. If the results of the random soil testing show chemical levels are below regulatory levels, development may proceed accordingly. Remediation and/or removal of contaminated soils shall be made prior to development of the site if chemical levels are above regulatory standards, and remediation completed until chemical levels are below regulatory levels.

Mitigation Measure 4.15.2: Prior to the renovation, relocation or demolition of the existing buildings, asbestos-containing materials shall be removed and disposed in accordance with applicable regulations (including South Coast Air Quality Management District

(SCAQMD) regulations and Cal-OSHA guidelines) by a state-licensed abatement contractor, with abatement oversight performed by an independent asbestos consultant. All identified lead-based paint shall also be removed and disposed of by a licensed contractor, in accordance with existing regulations.

4.15.5 Unavoidable Significant Adverse Impacts

Future development under the proposed Specific Plan would involve hazardous materials and wastes, which could adversely affect the construction crew, residents, employees, and visitors of the site. Implementation of the standard conditions and mitigation measures above would reduce potential impacts to less than significant levels. No unavoidable significant adverse impacts are expected after mitigation.

SECTION 4.16: VISUAL QUALITY AND AESTHETICS

4.16 VISUAL QUALITY AND AESTHETICS

4.16.1 Existing Setting

Visual Quality

The project site consists of a slightly sloping open area, supporting non-native grasses, with five windrows of eucalyptus trees on the northern section and a small area occupied by a residence and accessory structures surrounded by mature trees at the western central section. The Ontario (I-15) Freeway runs along the northwestern boundary of the site, with Citrus Avenue on the east and the SCE transmission towers on the south. Duncan Canyon Road cuts through the site in an east-west direction. Duncan Canyon Road is a two-lane roadway, with a bridge over the I-15 Freeway and an eastern terminus at Citrus Avenue. Overhead utility lines run along both sides of this road. A curb is present along the residential parcel but the roadway has soft shoulders at other locations. Citrus Avenue is also a two-lane roadway that runs north-south along the eastern boundary of the site and then turns northeasterly along the freeway until it ends at a water tank site at the northern end. The roadway has undeveloped shoulders along the project site. Overhead power lines run along the eastern edge of this road, tying into the SCE utility boxes and monitoring pole at the northern end of the site.

Southwest of the site, Lytle Creek Road runs north-south but starting at the southwestern corner of the site, the road turns northeasterly following the edge of the I-15 Freeway and ends at Duncan Canyon Road. A barbed wire fence separates the road from the freeway. The existing residence is located just east of Lytle Creek Road and south of Duncan Canyon Road. Several outbuildings are adjacent to the residence and the parcel is surrounded by a low block wall. The SCE right-of-way runs along the southern boundary of the site, with high-voltage transmission lines on four steel towers within the right-of-way along the site. Farther south of the SCE right-of-way is a vacant land and land that is currently being developed as a residential tract.

Figures 4.16-1 and 4.16-2, *Site Photographs*, provide views of the northern and southern sections of the project site from various viewpoints. As shown in these photos, the project site is a large open area except for the residential parcel. Trash and scattered debris are found at various locations along the roadsides, with low grass throughout the site.

Views

Views of the northern section of the site show an open field, with low grasses and five rows of eucalyptus trees. The I-15 Freeway is visible to the northwest, with views of the San Gabriel and San Bernardino Mountains beyond the freeway. East of the site is vacant land, with a water tank farther northeast and a natural gas pumping facility east on Duncan Canyon Road. The southern section of the site is largely vacant except for the area occupied by the residence and accessory structures. South of the site is the SCE right-of-way with high voltage power lines on steel trusses. West of the site is the I-15 Freeway, with new single-family homes under construction on the west side of the freeway.

Scenic Highways

There are no scenic highways near the project site, as designated by the City of Fontana, the County of San Bernardino, or the State of California. While portions of the I-15 Freeway are eligible for designation as a scenic highway, the section west of the site is not officially designated or eligible. The nearest scenic highway is State Route 38 (SR-38), which is known as the Rim of the World Scenic Byway.

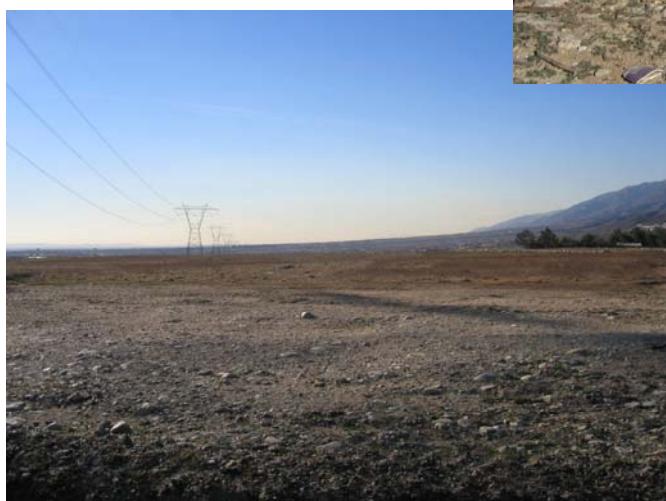


VIEWS OF NORTHERN SECTION OF THE SITE

FIGURE 4.16-1
SITE PHOTOS



EXISTING RESIDENCE



VIEWS OF SOUTHERN SECTION OF THE SITE



FIGURE 4.16-2
SITE PHOTOS

This scenic highway runs from the City of Redlands to Big Bear Lake and winds through the San Bernardino Mountains. SR-38 is located approximately 20 miles east of the site and is not visible from Fontana or the project site. Foothill Boulevard, located approximately three miles south of the site is a designated Heritage Corridor (Historic Route 66) by the State and as a Theme Corridor by the City. Foothill Boulevard is not visible from the site, and the site is not visible from Foothill Boulevard.

Sierra Avenue is designated by the City of Fontana as a view/theme corridor for the San Bernardino Mountains to the north and the intersection of Riverside and Sierra Avenues is identified in the Fontana General Plan as a gateway to the City.

Light and Glare

The project site is largely vacant, and sources of light in the area are limited to streetlights along Citrus Avenue, Lytle Creek Road, and Duncan Canyon Road, and exterior lighting at the existing single-family residence. No sources of glare are present on the site.

Other sources of light in the project area include headlights from passing vehicles on the I-15 Freeway and local roadways and lights on freeway signs, as well as outdoor lighting at nearby residential tracts.

4.16.2 Threshold of Significance

According to Appendix G of the CEQA Guidelines, a project could have a significant adverse impact on aesthetics, if its implementation results in any of the following:

- ◆ Has a substantial adverse effect on a scenic vista;
- ◆ Substantially damages scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway;
- ◆ Substantially degrades the existing visual character or quality of the site and its surroundings; or,
- ◆ Creates a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

4.16.3 Environmental Impacts

Visual Quality

Future development of the site, as proposed under the *Ventana at Duncan Canyon Specific Plan*, would change the visual quality of the project site. The largely vacant and undeveloped condition of the site would change into an urban environment, consisting of residential villages and commercial areas. As many as 842 condominium units and a total of 574,500 square feet of retail commercial and office uses would be developed on the project site, as part of the project. These developments would change the open land characteristic of the site to one with several structures surrounded by improved landscapes and streetscapes. Proposed structures would feature a mix of Tuscan Mission, Monterey, Italianate or Spanish Eclectic architecture. In addition, the parcel with the existing residence and accessory structures would be reused for commercial purposes, leading to rehabilitated buildings in an urban setting.

The proposed project would present a developed area that would be surrounded by vacant land to east, the I-15 Freeway to the northwest and a 200- to 250-foot wide and largely undeveloped SCE right-of-way to the south.

The determination of whether the changes in visual quality of the site would degrade the site or its surroundings, and thus, be significant and adverse, is highly subjective as some individuals prefer open and natural settings, while others prefer urban and improved environments. Similarly, preferences for one architectural style over another make it difficult to conclude that a development would have a negative or positive aesthetic impact.

While the change in visual appearance would be less “natural”, the project would provide a more structured setting, with defined edges between roads, parkways, landscaped areas, parking lots, buildings, and pathways. The perception of this change would be different from one person to another and visual preferences between the existing and future conditions are highly subjective.

Thus, if the City accepts the proposed design guidelines for the development of Tuscan Village on the site, it is assumed that compliance with the design guidelines in the Specific Plan would be in keeping with the aesthetic standards for future development on the site. The City would have to review and approve the site plans for the commercial areas and residential villages for compliance with development standards, sign regulations, and design guidelines in the proposed Specific Plan, prior to the approval of building permits.

The change in visual appearance related to implementation of the Specific Plan is not expected to have an adverse aesthetic impact assuming development projects comply with the Specific Plan design guidelines.

Public Views

According to the proposed Specific Plan, the proposed multi-family dwelling units would be constructed as different product types within each village. Walls would be provided at the perimeter of residential villages along Duncan Canyon Road, Citrus Avenue, Lytle Creek Road, and the I-15 Freeway, with the street side of the walls planted with Boston ivy.

Village entry monumentation would be provided at the main entries to each residential planning area. These walls and entryways would create an identity for each village and separate differing structures and architecture from one another. At the same time, landscaping of common areas would be limited to those included in the plant palette outlined in the Specific Plan. These would maintain the Tuscan theme for development.

The Specific Plan identifies the roadway improvements to be implemented on the site, along with streetscape (parkway and setback landscaping, streetlights, sidewalks, walls, etc.) guidelines to be followed. These include a line of Italian cypress on both sides of Duncan Canyon Road, with olive or oak trees at the center median for the segment west of the bridge. Olives or oaks would be planted along the parkways and medians east of the bridge, along with a secondary row of pine trees at the landscaped setback areas. Evergreen elms and pine trees would be planted along Lytle Creek Road, with London plane trees on the medians and parkways of Citrus Avenue, with a secondary row of pine trees on the landscaped setback areas. Tipuana trees would be planted on the parkways and landscaped setbacks of collector streets (at the northern section of the site between Lytle Creek Road and Citrus Avenue).

The Specific Plan would also regulate signs on the site. The sign regulations in the Specific Plan would prevent visual clutter and provide a unified sign theme for the different land uses and structures on the site. Compliance with the streetscape guidelines and sign regulations would prevent the creation of visual clutter along roadways on the site.

Duncan Canyon Road at the project site is identified as a location for City entry monumentation in the Fontana General Plan. The commercial areas proposed along Duncan Canyon Road would serve as an entryway to the City and is expected to establish a prominent image for the area. A pedestrian bridge would cross over Duncan Canyon Road and would be built with stone, stucco and decorative tiles, featuring archways and columns across the roadway and serving as a focal point for the area. An approximately 90-foot high decorative tower/campanile would mark the southern end of the bridge and would be visible from the freeway and the surrounding areas. This would be consistent with the City's intent to define Duncan Canyon Road as a major entryway to the City. Other entryways to the site at Citrus Avenue and Knox Avenue would also feature monumentation to define the project. The changes in public views would not represent significant adverse impacts.

Views

Major views in the area include those of the San Bernardino and San Gabriel Mountains located north and northwest of the project site. Views of the mountains from areas north, east and west of the site would not change with the proposed project. Views from areas to the south of the site would change as the proposed residential villages and commercial areas are built on the site. These developments would lead to structures up to four stories high that would change the foreground views from vacant land to a mix of residential and commercial structures, parking areas, streets, and landscaped open space.

From the site, views would also be blocked by structures that would be built throughout the site, as buildings are placed between the viewer and the mountains to the north. Depending on the building heights of the proposed structures and the height of the viewer, views of the residential units on the southern section of the site could be partially block by the commercial buildings and residential villages on the northern section of the site. Views from the existing residence would also change if Planning Areas 1 and 8 (north of Duncan Canyon Road and east of I-15 Freeway) are developed prior to Planning Area 9 (parcel of existing residence).

The maximum building height for residential structures is set by the proposed Specific Plan at 35 to 45 feet. The maximum building height for commercial uses is set at 35 to 65 feet. The campanile tower would be 90 feet high. Thus, foreground views would include these structures. However, the mountains to the north rise to a height of over 6,000 feet above mean sea level or over 4,000 feet above the project site elevation. Thus, the mountains would continue to be visible from areas south of the site. Changes in mountain views are not expected to be significant and adverse.

The City of Fontana has designated Sierra Avenue as a view corridor to allow for the preservation of mountain views in North Fontana. The project would not affect the gateway to the City at Sierra Avenue and the I-15 Freeway nor would it affect views of the mountains along the Sierra Avenue view corridor.

Building separation and setback requirements for individual structures would preserve distant mountain views and prevent total view obstruction. The future single-family residences under construction south of the site are likely to experience a change in views of the mountains. However, the SCE right-of-way would provide separation between the structures on the site and these homes. View impacts are expected to be less than significant.

Scenic Highways

There are no scenic highways on or near the site, which may be affected by the associated changes in the visual appearance of the site due to future development under the proposed Specific Plan. Thus, no

impacts on scenic highways would occur with the project. No changes in views from Foothill Boulevard would occur. Views from the I-15 Freeway would change but the site is not located adjacent to the freeway segment eligible for designation as a scenic highway. The eligible segment of the I-15 Freeway is located from SR 58 near Barstow to SR 127 near Baker. No adverse impact on scenic highways would occur.

Light and Glare

Future development under the proposed *Ventana at Duncan Canyon Specific Plan* would be accompanied by new sources of light and glare. These would include streetlights on planned roadways within the site and the abutting roadways, exterior security lighting for the commercial areas, as well as lighted signs, parking lot lighting, and pedestrian pathway lighting. These new light sources would result in an increase in the lighting levels of the site over existing conditions. Increased lighting levels could impact the existing residence before it is reused for commercial purposes, the adjacent residential uses to the west and south, but would not lead to a significant adverse effect on these residences since the homes are separated from the site by the SCE right-of-way and the I-15 Freeway. Any light spillover would be within these corridors and not farther south or west.

The construction of the commercial areas would also create new sources of glare in the form of glazed building surfaces, use of mirrors and glass as exterior building surfaces, and other reflective materials that would reflect the sun or light sources and create glare.

The Specific Plan includes outdoor lighting guidelines that would provide a unified design within the developments. These guidelines include the following:

- ◆ The use of outdoor lighting that are focused, directed and arranged to minimize glare and light spillover
- ◆ The use of vandal-proof fixtures
- ◆ Prohibition of neon lighting
- ◆ Lighting of community entry areas and public plazas to develop a sense of place and arrival
- ◆ Security lighting
- ◆ Shielding of exterior lights to minimize spill light into the night sky and adjacent properties

As stated in the Specific Plan, future development will also have to comply with the City's development regulations for light and glare. The City's Development Code requires all light sources to be directed and/or shielded to prevent spillover and glare. Lighting plans would need to be reviewed by the City to ensure that no spillover into adjacent properties, especially residential uses, occurs. Section 30-184 of the Fontana Development Code states that all lights from residential areas "shall be directed and/or shielded to prevent the light from adversely affecting adjacent properties. No structure or feature shall be permitted which creates adverse glare effects." A number of development standards and design guidelines for commercial uses also regulate the spillover effects and lights on adjacent properties. Specifically, Section 30-230, Design Guidelines for Commercial Districts, includes the following standards for lighting:

Section 30-232 Site Plan Design, (f) Lighting:

- (1) *All exterior lighting shall be adequately controlled and shielded to prevent glare and undesirable illumination to adjacent properties or streets.*

(2) *On-site lights shall provide a safe, functional, and aesthetic design. Enough lighting should be provided to ensure a safe environment while at the same time not cause areas of intense light and glare.*

(3) *Light fixtures and poles shall be designed and placed in a manner consistent and compatible with the overall site and building design.*

(4) *Shall comply with Fontana Police Department security requirements.*

(5) *Security lighting shall be utilized in all parking areas and pedestrian walkways within the residential portions of mixed use projects.*

Future development on the site would be required to submit lighting plans for design review and approval by the City. Compliance with the outdoor lighting guidelines in the Specific Plan and the City's development regulations regarding lighting would prevent the creation of significant adverse light and glare impacts.

Vehicles going to and from the site during the nighttime hours would also introduce vehicle lights on roadways that may also affect on-site and nearby residential uses. The proposed dwelling units would face back from major roadways and would not be impacted directly by vehicle headlights on Duncan Canyon Road, Lytle Creek Road, or Citrus Avenue. Block wall around these villages would also reduce intrusion of vehicle headlights and streetlights into abutting residences. Light and glare impacts would not be significant and adverse.

4.16.4 Standard Conditions and Mitigation Measures

Standard Conditions

The proposed project would change the visual appearance of the project site. New sources of light and glare would be created. The implementation of the following standard condition would prevent the creation of negative aesthetic impacts and spillover light and glare impacts:

Standard Condition 4.16.1: Future development on the project site shall be subject to site plan and design review for compliance with the development regulations and design guidelines in the adopted Specific Plan and applicable regulations in the City's Zoning and Development Code.

Mitigation Measures

Implementation of the standard condition would prevent adverse impacts related to aesthetics and visual quality. No mitigation measures are recommended.

4.16.5 Unavoidable Significant Adverse Impacts

Changes in the visual quality of the site would occur with implementation of the proposed Specific Plan, along with the introduction of new sources of light and glare. Changes in the visual quality of the project site are not expected to result in the substantial degradation of views to and from the site. Negative aesthetic impacts and impacts relating the light and glare can be prevented or reduced to less than

significant levels by compliance with the landscaping and design guidelines and exterior lighting standards in the proposed Specific Plan and applicable City regulations. No unavoidable significant adverse impacts are expected in terms of aesthetics and visual quality.

SECTION 5.0: SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

The implementation of the proposed *Ventana at Duncan Canyon Specific Plan* and future developments built under the Specific Plan would result in some forms of irreversible environmental changes. Primary resources that would be eliminated include the incremental loss of vacant land in the northern section of the City of Fontana. However, the site is designated for urban uses under the City's General Plan Land Use Map and Zoning Map. Thus, development with urban uses has been anticipated and would likely occur in the future.

The project site may contain aggregate resources, as discussed in Section 4.11, *Mineral Resources*. The proposed project would prevent future access to these resources. Since the project site is limited in size and there is little likelihood that mineral extraction activities would occur on the site, this impact is not considered significant.

The project would also entail the commitment of energy and natural resources for construction and operation of the proposed land uses. The commitment of energy and natural resources and building materials would be proportionate with that of other development projects of similar land use and size. Labor would also be committed for the construction of buildings and the upgrading and maintenance of infrastructure systems and public facilities necessary to support the proposed developments. Once constructed, use of the commercial areas and dwelling units on the site would entail a commitment of energy resources in the form of fuel and electricity. This commitment would be a long-term obligation, since the proposed structures are likely to have a useful life of 30 years or more. However, as discussed in Section 4.14, *Utilities* of this EIR, the impacts of future energy consumption by the project are not considered significant adverse environmental impacts.

Specifically, the proposed project would involve the following irreversible environmental changes:

- The development of approximately 103.31 acres of largely vacant land, except for one residence and accessory structures, with future residential and commercial uses would result in the loss for potential to return the site to a primarily undeveloped condition. On-site improvements would include roadways, various residential and commercial structures, and infrastructure systems. The site would become an urbanized area, similar to the more developed sections of the City. Removal of all proposed buildings and infrastructure would be necessary to revert the site back to its vacant condition.
- The project would introduce as many as 842 households, approximately 3,360 residents, and 2,023 employees who would be residing and working at the project site. The introduction of employees and residents to the site could only be reversed with the discontinuance of proposed land uses.
- Approximately 17,078 new vehicle trips on Duncan Canyon Road, Citrus Avenue, Lytle Creek Road, internal roads, and other surrounding roadways would be generated by the project. The project would include the construction of on-site and adjacent roadways, as well as the payment of fees to fund roadway improvements in the City. These would allow the local roadway network to handle the additional vehicle trips at acceptable levels of service.
- Pollutant emissions from construction activities would occur but would be short-term, incremental, and would be minimized by standard conditions and mitigation measures. New vehicle trips on the surrounding roads would also cause an incremental increase in air pollutants associated with vehicle exhaust. Stationary source pollutants would add to area and basin-wide air pollution levels. These emissions would exceed SCAQMD thresholds of significance, even after mitigation.
- Construction noise impacts would be incremental, temporary, and short-term as buildings and infrastructure

systems are constructed on the site. The project would also introduce long-term noise from vehicles traveling to and from the site. Stationary noise would also be generated by commercial and residential activities at the site. While exterior noise levels from proposed uses and passing vehicles can be reduced by perimeter walls and acoustical treatment of structures, the impacts would continue for the life of the noise source.

- The project would require grading, which would permanently alter the surface soils and topography of the project site. However, the project site has a slight slope and future development under the proposed Specific Plan is expected to create generally flat areas, with landscaped berms and perimeter slopes. Excavation activities needed for the construction of future structures, roadways, and infrastructure would alter the surface soils on the site. This impact would be irreversible but not significant.
- The project would change drainage patterns and generate additional stormwater runoff volumes discharged to storm drains proposed on Duncan Canyon Road and Lytle Creek Road, or detained on-site. Changes in stormwater runoff quality would occur as pollutants associated with urban developments are introduced into the stormwater. Stormwater pollutant treatment control measures would reduce soil erosion and pollutants during construction and occupancy of the dwelling units and commercial areas.
- The project would lead to the disturbance and removal of existing vegetation on-site, including the loss of non-native grassland and mature trees. Loss of nesting sites and habitat for raptors, migratory birds and the burrowing owl would be addressed by the payment of fees under the City's interim MSHCP program, compliance with its Tree Preservation Ordinance, and implementation of the recommended mitigation measures. This impact would be irreversible but less than significant after mitigation.
- The project would result in the rehabilitation or relocation of the Taylor House and accessory structures within the former Lytle Creek Winery, including the foundations for the Perdew School. These are considered important historical resources. Mitigation measures have been included to reduce significant adverse impacts to these cultural resources. Changes to these historic structures and resources would be irreversible but impacts are expected to be less than significant after mitigation.
- The project site does not possess any significant energy, oil, or agricultural resources that would be adversely affected by the proposed project. Commitment of energy, water, and other natural resources for the construction and occupancy of the proposed residential and commercial structures would occur. Resource utilization is not expected to represent significant use of available resources in the region.
- The increase in demand for public services would be served by current facilities and staffing of public service agencies. Payment of development impact fees would allow public facilities (fire, schools, libraries, and police) to expand or upgrade services and provide adequate services to the site and the City. Annual review of service levels for fire and police services would ensure acceptable service levels. This demand would continue to occur as long as the proposed developments are in use.
- The project would generate a demand for public utilities and would require the extension of existing infrastructure lines. The demands for electrical power, natural gas, water, sewage treatment, and solid waste disposal that would be required to serve the project are within available supplies, resources, and facility capacities, with implementation of the standard conditions. This demand would continue to occur as long as the proposed developments are in use.
- The proposed Specific Plan would introduce urban land uses on the site, which may store, generate, utilize, or dispose of hazardous materials and hazardous wastes. Use of hazardous materials would be made in

accordance with current regulations and are not expected to create public health or safety hazards on the site, but would continue for the life of the developments.

- The project would change the visual quality of the largely vacant site through the construction of residential and commercial structures throughout the site. New light sources would also be introduced to the environment with future development under the proposed Specific Plan. Changes in the visual and aesthetic quality of the site would be irreversible.

Except for the loss of on-site vegetation, changes in surface soils, disturbance of the historic structures, and the commitment of energy and mineral resources, all environmental changes can be reversed with the complete demolition of proposed improvements and future developments on the site and the discontinuance of the proposed residential and commercial uses. Thus, returning the site to vacant conditions would eliminate most of the environmental changes outlined above.

Based on the analyses in Section 4.0 of this EIR, the environmental changes that would accompany the proposed project can also be reduced to below levels of significance with the implementation of standard conditions and the recommended mitigation measures. Only air quality impacts from vehicle emissions associated with the proposed project would remain significant after mitigation. However, SCAQMD is implementing area-wide and regional air quality management programs and strategies in accordance with the Air Quality Management Plan for the South Coast air basin. These regulations, programs, and strategies have been designed to achieve federal and state clean air standards in the region by set deadlines.

SECTION 6.0: CUMULATIVE IMPACTS

Section 15355 of the State CEQA Guidelines describes *cumulative impacts* as two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. These individual effects may be changes resulting from a single project or a number of separate projects. The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

6.1 RELATED PROJECTS

Section 15130(b) of the State CEQA Guidelines describes an adequate discussion of cumulative impacts as one which includes either of the following elements:

- a) A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency; or
- b) A summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area-wide conditions contributing to the cumulative impact.

The proposed *Ventana at Duncan Canyon Specific Plan* would allow the development of 842 residential condominium units and 574,500 square feet of retail commercial and office developments on approximately 103.31 acres of land in North Fontana.

For the purposes of the cumulative effects analysis, planned developments in the project area and reasonably foreseeable future developments in the surrounding area have been considered. These related projects have been developed in coordination with City staff and in consultation with County of San Bernardino staff. The related projects in the City of Fontana are confined to the North Fontana area, located north of the SR-210 Freeway, and are presented in Table 6-1, *Related Projects in Fontana*.

TABLE 6-1
RELATED PROJECTS IN FONTANA

Project Name	Location	Description	Project Status
Private Developments in Fontana			
1. Citrus Heights North Specific Plan	198 acres north of Summit Avenue and east of Lytle Creek Road	606 SFR and 548 MFR dwelling units; 100,000 square feet within a neighborhood shopping center	123 SFR on 31 acres in Tract 16872 under construction; 114 MFR under review
2. Blackmon Homes	90 acres north of Summit Avenue and ½ mile west of Sierra Avenue	240 SFR units	Approved and under construction
3. Arboretum Specific Plan	458 acres east of Citrus Avenue, west of Sierra Avenue and north of Knox/Casa Grande and south of 42 nd Street	1,769 SFR, 1,757 MFR, 2 elementary schools, 1 middle school, a 54-acre park, open space and recreation areas	Under review
4. Westfork (within Coyote Canyon Specific Plan Area)	North of Three Mile Road northwest of I-15 Freeway	225 SFR units	Under construction

TABLE 6-1
RELATED PROJECTS IN FONTANA

Project Name	Location	Description	Project Status
5. Willowbend/Millbrook (within Coyote Canyon Specific Plan Area)	East of Roadrunner Drive northwest of the I-15 Freeway	440 SFR units	Under construction
6. J W Mitchell Specific Plan	185 acres north of Summit Avenue and west of Sierra Avenue	859 SFR lots, 14.5-acre neighborhood commercial area, 12 acres of active parks, 20-acre passive park	In hearings
7. Annexation No. 169 – Monarch Hills	North of I-15, east of Coyote Canyon Specific Plan	Annexation of approximately 435 acres; Tract 17020 - 304 SFR lots on 213 gross; 40 SFR units on 20 acres zone for RE; and 1,160 SFR units on 202 acres zoned R-PC	Annexation with LAFCO, Tract 17020 in planning stages
8. Tentative Tract 16621 by Lewis Homes	90 acres on Citrus Avenue north of Summit Avenue and south of Duncan Canyon Road	Approximately 302 SFR lots	Filed tentative map, under review
9. Tentative Tract 16525 by Young Homes	North of Summit Avenue between Casa Grande Drive and Duncan Canyon Road	173 SFR lots on 86.8 acres	Filed tentative map, under review
10. Empire North Fontana	97 acres east of Sierra and south of Riverside	241 SFR, 312 MFR, 120,000 square feet of commercial uses	Permits pending
11. Citrus Heights South	109.5 acres east of Lytle Creek Road and south of Summit	495 SFR	472 SFR completed, 23 SFR to be built
12. Westgate Specific Plan	954 acres east of I-15 and north and south of SR-210	2,505 residential units, 117 acres of business parks and 130 acres of mixed use developments	40 acres of commercial built (Falcon Ridge), 2,505 units and 207 acres of commercial uses still to be built
13. Sierra Lakes Specific Plan	700 acres west of Sierra and south of Summit Avenue	1855 SFR, 68.8 acres of commercial, with 1755 SFR built	100 SFR to be completed; 261,666 sf shopping center for Costco under construction; 5-10 acres still to be developed; Home Depot and health club under review.
14. Panorama at Hunters Ridge Specific Plan	North of I-15 freeway, near Bridlepath Drive and Foxborough Drive	71 SFR lots	51 SFR lots under construction; 20 SFR lots proposed
15. Falcon Ridge Town Center	40 acres on southeast corner of Beech and I-15 Freeway	446,600 square foot commercial center (Phase 1 = Target, Stater Brothers, Michaels, Chili's, Panera Bread, Paisano, and Phase 2 = 24 Hour Fitness and Sav-on)	370,825 square feet completed under Phase 1 with 95,775 square feet under Phase 2 in plan check
16. Lytle Creek Apartments	10.4 acres south of Sierra Lakes Parkway between	233 MFR	Plan under review

TABLE 6-1
RELATED PROJECTS IN FONTANA

Project Name	Location	Description	Project Status
	Maloof Avenue and Lytle Creek Road and north of SR 210		
Public Developments in Fontana			
17. Fontana Park	Northeast corner of Summit Avenue and Lytle Creek Road	52.27 acres for future active park, community center, skate park and aquatic center	Approved, plan check stage
18. Coyote Canyon Sports Park	North of Duncan canyon Road and Coyote Canyon Road	Community Park with baseball fields and tot lot	Planning stages
19. Sierra Avenue/ Riverside Avenue intersection realignment	Intersection of Sierra Avenue and Riverside Avenue at northern end of the City	Intersection realignment to create T intersection	Planning stage, to be completed when surrounding area is developed
20. Sierra Avenue/I-15 Interchange	Sierra Avenue at I-15 eastbound and westbound ramps	Installation of traffic signal, roadway and ramp widening/restriping for additional lanes to improve circulation	Planning stage, to be completed when surrounding area is developed
21. Summit Avenue	Summit Avenue from I-15 to east City limits	Roadway widening	I-15 to Citrus done, Citrus to Cypress ongoing and Cypress to east end in planning stage
22. Casa Grande Drive	From Sierra Avenue to eastern City limits	Roadway design, right-of-way, street, and utilities to improve circulation.	Planning stage, to be completed when surrounding area is developed
23. Terra Vista Drive	Terra Vista Drive from Sierra Avenue to east City limits	Roadway construction to connect to existing segment in Rialto	Planning stage, to be completed when surrounding area is developed
24. I-15/Duncan Canyon Interchange	Intersection of I-15 and Duncan Canyon Road in northern Fontana	New on and off ramps to the freeway and roadway widening	Planning stage, to be built 2009/2010
25. Duncan Canyon Road	Duncan Canyon Road from the project site to Sierra Avenue	Installation of traffic signal, widen/restripe intersection	Planning stage, to be completed when surrounding area is developed
26. I-15 Freeway	Northbound and Southbound lanes between Glen Helen Parkway and the SR-210 Freeway	The addition of general use lanes and a carpool lane on I-15 Freeway.	Planning stage
27. Summit High School	15551 Summit Avenue (southeast corner of Summit and Lytle Creek Road)	High School	Under construction, opening Fall 2006
28. Fire Station #79	Duncan Canyon Road, west of I-15 Freeway	Fire Station	Planned for construction 2007-2008
Sources: City of Fontana, Fontana Redevelopment Agency, Capital Improvements Program, and Department of Housing and Business Development			

As shown, approximately 9,078 single-family homes, 2,850 multi-family residences, a total of approximately 2,594,269 square feet of commercial floor area (assuming a floor area ratio (FAR) of 0.2 for commercial uses), 2 elementary schools, 1 middle school, a high school, a fire station, 5 parks on over 138.27 acres, and several freeway/roadway widening and improvement projects are expected to be developed and constructed in North Fontana as part of approved and proposed developments in the project area.

Development projects that are proposed, ongoing, and planned in the unincorporated areas of San Bernardino County near the project site are listed in Table 6-2 *Related Projects in San Bernardino County*. This list was obtained from the County's Land Use Services Department. The construction of these proposed developments would result in 2,406 new single-family residential dwelling units, a religious retreat, and a dog kennel.

TABLE 6-2
RELATED PROJECTS IN SAN BERNARDINO COUNTY

Project	Location	Description	Project Status
29. Lytle Creek North	Lytle Creek Road and Glen Helen Parkway	2,406 SFR homes on 386 acres	Start construction in 2007, with occupancy of units by 2008 and buildup in 2010
30. Eden Hill Mission	East side of Middle Fork Road, approximately 700 feet north of Lytle Creek Road	Conditional Use Permit (CUP) to establish a 3.08-acre religious retreat on a 9.7-acre lot	In review, to be conditionally approved within next 2-3 weeks
31. Waggin Tails Ranch	Cajon Boulevard, approximately 0.5-mile south of Cajon Blvd. and 2.5 miles northeast of Lytle Creek Road	CUP to establish a private kennel for no more than 100 dogs on a 4.86-acre portion of 40 acres	Project pending approval due to access issues

Source: County of San Bernardino, April 2006

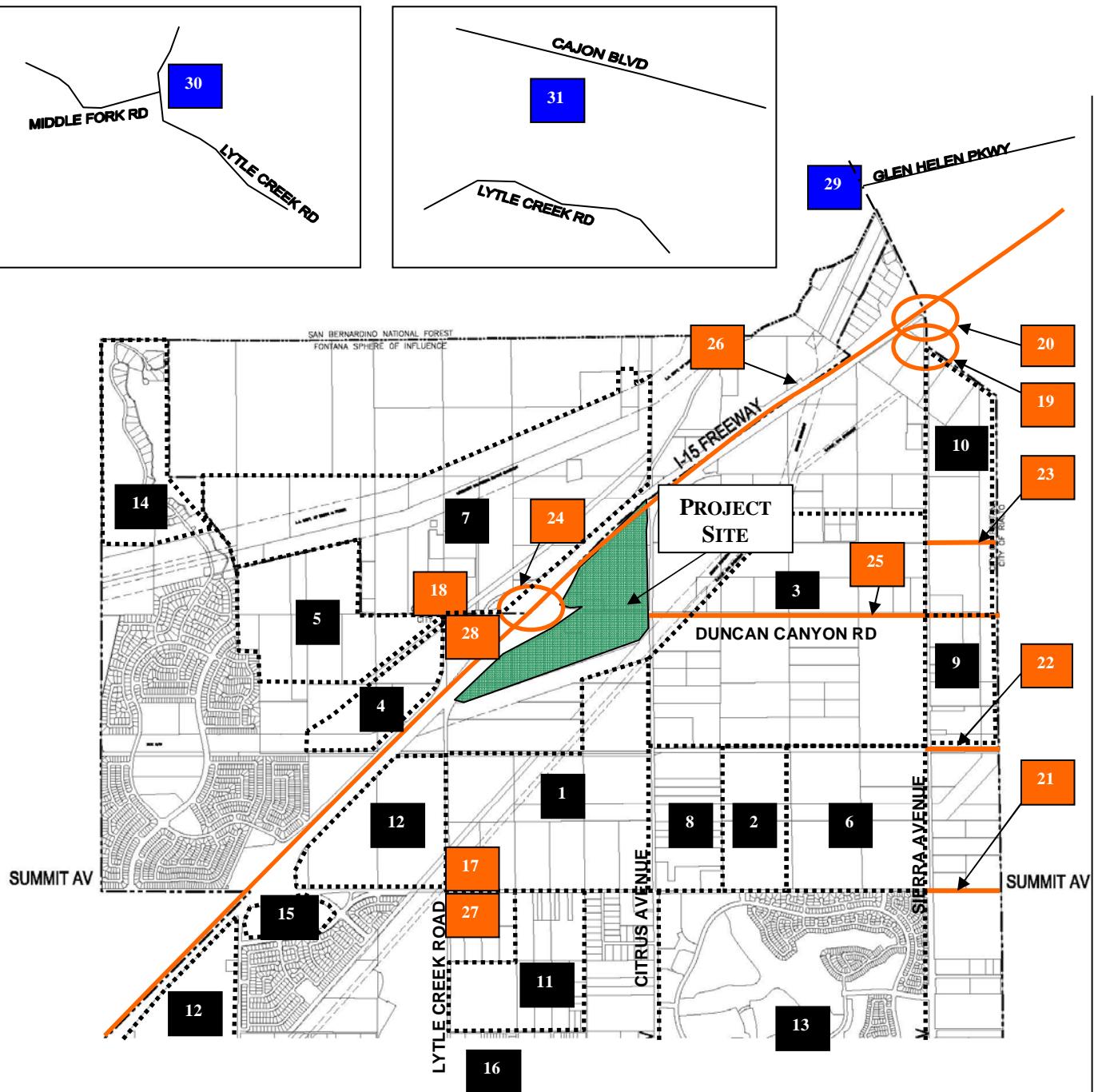
Together with the project, as many as 11,484 single-family units, 3,692 multi-family dwelling units, approximately 3,168,769 square feet of retail commercial and office uses, a religious retreat, a dog kennel, a fire station, several schools, parks, and roadway projects are planned, proposed or under construction in the project area. Figure 6-1, *Location of Related Projects*, shows the general location of these planned and ongoing developments in the City and the surrounding area. Numbers in the exhibit refer to project numbers in the tables above.

While the extent of environmental changes that would occur with the individual developments proposed, planned, or under construction in North Fontana may not be significant, the sum of the impacts of these related projects and future development on the project site may be cumulatively considerable, as defined in Section 15065 (c) of the CEQA Guidelines. A summary of the anticipated environmental changes resulting from the related projects and the anticipated development under the proposed *Ventana at Duncan Canyon Specific Plan* on a cumulative level is addressed in this section.

6.2 CUMULATIVE IMPACT ANALYSIS

The analysis of the potential cumulative environmental impacts of the related projects, together with the impacts of future development under the proposed *Ventana at Duncan Canyon Specific Plan*, is provided by issue area below.

VENTANA AT DUNCAN CANYON SPECIFIC PLAN



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FIGURE 6-1
RELATED PROJECTS

6.2.1 Land Use and Planning

Future development under the proposed Specific Plan, as well as construction of the related projects, would mean changes in existing land uses. These projects would lead to new development on vacant areas and underutilized lots, leading to an intensification of housing development and commercial land uses throughout the North Fontana area. Future development under the proposed *Ventana at Duncan Canyon Specific Plan* and the related projects would increase the City of Fontana's housing stock by approximately 12,770 housing units and would add 2,406 housing units to San Bernardino County's housing stock for a total of 15,176 housing units in the project area. In addition, approximately 3,168,769 square feet of new commercial uses would be developed, along with 3 schools, over 138.27 acres of parks, a religious retreat, and a dog kennel.

The increasing urbanization and development in the project area are indicative of the ongoing developments in the northern section of the City of Fontana and in the County, as the project area develops and vacant lands are replaced with more urban land uses. The related projects and the proposed project also reflect the development trend associated with new development along freeways and major roadways in the area.

Based on the analysis in Section 4.2, *Land Use and Planning*, the proposed project would not result in the introduction of incompatible uses in the area, with compliance with the City's development standards and the development standards in the proposed Specific Plan. The related projects would also be allowed only when found in compliance with the Fontana General Plan or the County General Plan. Thus, the cumulative land use impacts of new developments in North Fontana and in San Bernardino County would be considered less than significant. Development of the project site would not result in any cumulative land use impacts as other projects are constructed in the area, since the City of Fontana and San Bernardino County have adopted development standards that specifically address land use compatibility. Compliance with these standards would prevent any land use conflict from future developments. Also, commensurate public and infrastructure improvements would be provided with each development, as required by the City and County.

Each proposed development project would be subject to the City's or County's jurisdictional development review process and, if discretionary actions are needed, will be subject to evaluation for potential environmental impacts as required by CEQA. This review process would address potential land use compatibility issues and planning policy conflicts. Future development in the City and the surrounding area would proceed in accordance with applicable General Plans and Zoning Ordinances. As part of permit processing, the development plan review processes for new development would analyze a project for conformity to applicable land use plans and policies, and within the context of existing and planned developments relative to the environmental goals, objectives, and policies of the applicable General Plan.

Infrastructure and public facilities are proposed to implement the City's General Plan and infrastructure master plans, as well as to provide the necessary facilities and services to the area. Thus, these related projects would complement the private development projects planned for the area.

The development of vacant land and the development trends in the surrounding area are not expected to result in cumulative, significant adverse land use impacts, with compliance with applicable land use controls. No significant cumulative adverse impacts on land use and planning are expected from the proposed project and related projects.

6.2.2 Population and Housing

Future development under the proposed *Ventana at Duncan Canyon Specific Plan* and the related projects would lead to development of 12,770 housing units in Fontana and 2,406 housing units in San Bernardino County for a total of 15,176 housing units in the project area. These new housing units would result in approximately 50,952 new residents in Fontana and 7,680 new residents in San Bernardino County for a total increase of 58,632 new residents in the project area. This assumes an average household size of 3.990 persons per household for Fontana and 3.192 persons per household for the unincorporated areas of San Bernardino County (based on average household sizes in January 2006, as provided by the California Department of Finance).

In addition, a number of employment positions would also be created by the proposed commercial land uses, which would help reduce unemployment rates in the community and in the region. Assuming an average of one employee per 500 square feet of commercial uses, about 5,189 commercial employees are expected from the related projects. In addition, another 2,023 jobs would be created by retail and office uses on-site.

The increase in housing, employment, and population are expected to be within regional growth projections, as the City of Fontana is anticipated to accommodate rapid growth and development between the years 2005 and 2030. As many as 80,635 residents, 26,923 households, and 21,958 employees are expected in the City within the next 25 years. Also, San Bernardino County is expected to grow by 766,947 residents, 330,567 households, and 509,862 employees within the next 25 years. The proposed project and the related projects would represent approximately 63.2 percent of the resident population, 47.4 percent of the housing stock growth, and 32.8 percent of the employment growth for the City of Fontana. When combined, as much as 7.6 percent of the population growth, 4.6 percent of the housing stock growth and 1.4 percent of the employment growth in the County would come from the project and related projects. Thus, the increase in housing, population, and employment that would be brought by the proposed project and the related projects are within expected levels of growth in the area.

Infrastructure and public facility projects would not increase population, housing stock or long-term employment in the project area. Regional population, housing, and employment projections would not be exceeded. No significant cumulative adverse impacts on population, housing or employment are expected from the proposed project and related projects.

6.2.3 Transportation and Circulation

New residential and commercial developments resulting from future development on the site and construction of the related projects would increase the number of vehicle trips to, through, and from the surrounding area. Future traffic volumes and levels of services are discussed in Section 4.4, *Transportation and Circulation*. As noted in this section, traffic volumes were projected to 2030 using the City's North Fontana traffic model, which considers buildout of the project area in accordance with the City's General Plan Land Use Map, as well as population, housing and employment growth throughout the Southern California region, based on existing and planned land uses. The model internally accounts for growth in the surrounding area, based on anticipated development and the cumulative impacts of these developments on traffic and the regional transportation and circulation system.

New vehicle trips from the project site and the vehicle trips from buildout development of adjacent areas would create or add to traffic congestion on the I-15 and SR-210 freeways and nearby roadways and intersections. Some vehicle trips would be confined to the area (short trips), while others would travel outside the project area to surrounding cities and urban centers and would affect the regional transportation system.

Adverse impacts to the circulation network would occur if roadway improvements and trip reduction measures and programs are not implemented. In accordance with City regulations, each development would be required to implement the needed roadway improvements or pay its fair share for needed improvements. Payment of the City's traffic impact fees would allow the City to fund signalization, roadway widening and other transportation programs and improvements necessary to maintain acceptable levels of service at local intersections. The San Bernardino County Congestion Management Program (CMP) also calls for improvements to the designated CMP roadway network, to maintain levels of service at LOS E or better. This is monitored through an enhanced transportation management program. The City of Fontana has a more stringent standard of LOS C for roadway intersections. Thus, required improvements are based on achieving LOS C or better.

The traffic impacts associated with increases in traffic volumes due to new development can be reduced or avoided through compliance with CMP requirements, payment of fair share fees, the City's roadway infrastructure projects, and project-level roadway improvements. These programs would maintain acceptable roadway operations and prevent cumulatively significant adverse impacts in terms of traffic and circulation. While increases in traffic volumes on the regional roadway network could be expected in the future, no significant cumulative adverse impacts on traffic and circulation are expected from the proposed project and related projects. Planned roadway widening and realignment projects would also help improve the transportation system and traffic circulation in the area.

6.2.4 Air Quality

Future development under the proposed *Ventana at Duncan Canyon Specific Plan* and the related projects would increase air pollutant emissions in the South Coast Air Basin. New developments would result in pollutant emissions which could add to poor air quality in the region. Residential and commercial developments proposed in the project area would potentially impact air quality through new vehicle trips and associated mobile source emissions generated by residents, employees, patrons, and visitors. Any single project does not in itself create emissions in sufficient quantity to threaten air quality standards. Rather, the emissions from individual projects would be added to the emissions of similar projects throughout Southern California. While the individual impact of any single project is incrementally small, the cumulative impact of all such small sources ultimately adds to the basin's inability to meet clean air standards. At the same time, planned roadway widening and realignment projects would improve traffic circulation in the area and prevent traffic congestion and associated emissions.

Locally, the vehicle trips that would be generated by the proposed project and related projects would be added to surrounding roadways and may potentially create micro-scale impacts to sensitive receptors adjacent to traveled roadways. Continued local and regional growth not only contributes vehicular emissions of itself but often creates a slowing of all other cars to less pollution-efficient speeds as roadways reach their capacity. In addition to automobiles as the primary source of growth-related air emissions, a number of small secondary sources may also contribute pollutants to the regional burden. Such sources include temporary construction activity emissions, off-site or non-basin emissions from power plants supplying electricity, natural gas combustion, fireplaces, or the use of gas-powered landscape utility equipment. The imprecise or poorly defined nature of many of these miscellaneous sources makes it difficult to accurately inventory all of them, but their incremental addition to the basin pollution burden makes it that much more difficult for the South Coast Air Basin to achieve clean air in the near future. Air quality impacts of project implementation, when considered in concert with other existing, approved and planned and not yet built projects, would therefore, result in an incremental contribution to the degradation of regional air quality.

The SCAQMD has developed and adopted the Air Quality Management Plan (AQMP) for the South Coast Air Basin. The SCAQMD's AQMP includes measures, programs and regulations designed to

improve the region's air quality and achieve clean air standards by the end of the year 2021. The AQMP takes into consideration future regional growth and increases in vehicle trips throughout the region, such as those that would be created by developments on the project site and the related projects. New technology and improvements to products and equipment would represent offsets to the net increase in air pollution in the region. In addition, compliance by new developments with the rules and programs in the AQMP and the State Implementation Plans for carbon monoxide, PM₁₀, and ozone are expected to result in improvements to regional air quality.

Effective reduction of mobile source emissions would require a unified transportation system management (TSM) approach where a wide variety of transportation control measures (TCMs) are integrated into a comprehensive system of procedures and goals for cleaner cars. The City of Fontana is cooperating with SCAQMD in the implementation of regional air quality management programs and strategies. SANBAG is also working on the development of additional park and ride facilities in the County. The Fontana General Plan contains an Air Quality Element that acknowledges air pollutant sources and outlines the City's goals, policies, and actions for reducing pollution levels in the City and contributing to the attainment of clean air standards in the region. The General Plan also has an open space plan that shows existing and proposed bike paths and bike routes throughout the City.

Omnitrans also provides bus transit in the County to discourage reliance on the private automobile and encourage public transportation use. With the development of the 15,176 new housing units, approximately 7,212 new jobs, the use of public transit services may increase. The proposed mix of land uses on the site and in the surrounding area would also provide opportunities for residents to walk to commercial areas and afford commercial employees to find nearby housing. Comprehensive land use planning for the area would allow the City and the County to work towards reductions in air pollution from stationary and mobile sources.

The proposed Specific Plan and the related projects would comply with applicable measures and programs of the AQMP, and with the regulations of SCAQMD is implementing in compliance with the AQMP. Future residential and commercial developments on the site would implement measures in accordance with SCAQMD Rule 403, Fugitive Dust Control and other applicable rules for future commercial uses and equipment use or other SCAQMD-regulated activities. The proposed commercial developments on the project site would also implement measures designed to reduce vehicle trips, through the provision of an attractive pedestrian environment (resident pathways to the commercial development), energy conservation features, and design features that encourage trip elimination or diversion. Similarly, the related projects would comply with applicable SCAQMD rules, energy conservation design, and/or trip reduction measures. The SCAQMD rules have been developed to implement the AQMP and full implementation of the AQMP would improve regional air quality and prevent adverse air quality impacts from new developments in the air basin. The ultimate success of AQMP programs and measures on the region-wide level would result in successful reductions of cumulatively significant air quality impacts and in clean air in the basin.

Based on Sections 15064 (h) and 15130 of the CEQA Guidelines, the Lead Agency need not consider an effect to be significant, if the incremental effect of the project is not cumulatively considerable; if mitigation has been applied to reduce the project's impacts to less than significant levels; and if the project will comply with the requirements of an approved plan or mitigation program, which serves to reduce these impacts. The proposed project represents only a very small percentage of future development that is expected in the region. Thus, the project's air quality impacts would be minimal when compared to existing emissions in the air basin and the projected increases in pollutant emissions from the project would not be considered a significant cumulative impact on air quality. In addition, there is an AQMP in place, whose implementation would lead to air quality in the South Coast Air Basin meeting clean air standards by the end of the year 2021, in spite of new development and growth in the region. Thus, the vehicle emissions from the project and the related projects are not considered to be a cumulatively significant regional air quality impact.

Future developments in the project area would need to comply with relevant SCAQMD rules and regulations that reduce pollutant and toxic emissions; prevent nuisance emissions from construction activities; promote ridesharing and decreased use of single-occupant vehicles; and decrease emissions from equipment and commercial activities. Compliance by individual development projects with pertinent air quality regulations would reduce future contributions to regional air pollution and allow the South Coast Air Basin to meet clean air standards.

6.2.5 Noise

Construction of the developments proposed under the Specific Plan, when considered in concert with related projects in the area, would result in short-term noise impacts that would accompany the construction phases of each project. Since these projects would not occur simultaneously, construction noise impacts would be short-term and incremental; would occur at scattered locations; and can be mitigated to below a level of significance with controls on construction time periods and equipment use. Thus, such impacts would not be regarded as cumulatively significant.

Impacts associated with vehicles coming to and leaving individual developments would lead to increases in noise levels along roadways throughout the North Fontana area. This would affect land uses along major streets and could be adverse for noise-sensitive land uses such as residences, hospitals, libraries, schools, nursing homes, rehabilitation centers, and other areas with sensitive receptors that may be present or constructed along these streets. Stationary noise impacts would also occur as they relate to commercial activities, large crowds, and outdoor activities. Noise levels are expected to increase throughout the project area with new development in North Fontana and the County. The City and County require that new development not generate noise levels in excess of established standards and residential areas be designed to control noise from traffic on abutting roadways. Thus, individual projects would provide noise control to meet noise standards and individual project mitigation would serve to reduce cumulative noise impacts to less than significant levels.

Noise from new developments would not result in significant cumulative adverse impacts with the provision of noise control measures at the project-level, as required by the City of Fontana and County of San Bernardino. Specifically, the Fontana General Plan Noise Element contains exterior noise standards for noise sensitive land uses and requires that new development implement measures to reduce noise impacts from transportation sources. The Noise Element also calls for local ordinances to control non-transportation noise impacts, acoustical design to meet noise attenuation standards, and monitoring of airport noise.

Section 18-61 of the Fontana Municipal Code outlines regulations for noise control, including prohibitions on various noise-generating sources and activities. The City generally requires the provision of block walls around residential tracts, noise control measures as needed to maintain acceptable exterior and interior noise levels, acoustical features to prevent noise impacts on adjacent land uses, and other similar measures. Compliance with these regulations would prevent the exposure of existing and future land uses to excessive and unwanted noise levels.

All new developments are generally required to provide noise studies that identify future noise levels that the development would be exposed to and the needed acoustical measures to attain acceptable interior and exterior noise levels, along with features to prevent the generation of excessive noise. Thus, related projects and the proposed project would implement measures to reduce noise impacts on adjacent land uses, as well as measures to prevent noise impacts on any proposed noise-sensitive land use. No cumulative noise impacts are expected from the proposed project and related projects.

6.4.6 Geology and Soils

The proposed project and the related projects would involve grading and excavation activities on individual sites, which would result in changes to the existing topography of the area. Development sites, which are relatively flat, would remain flat while the areas with rolling terrain along the San Gabriel and San Bernardino Mountains may be graded to provide gradual slopes. The related projects are proposed on relatively flat areas, except for the Lytle Creek North project, dog kennel, and the religious retreat in the County, which could occur on rolling terrain. While there would be changes in the topography of the area due to grading and earth-moving activities, the adverse impacts would be limited to areas with steep slopes and areas where manufactured slopes would need to be developed. Hillside development presents the greatest impact on geology due to the potential alteration of landform and the presence of geologic hazards (landslides, soil erosion, and slope stability) in these areas. Standard geotechnical engineering practices and mitigation measures would reduce geologic hazards to new development.

The Cucamonga fault and the San Jacinto fault are the nearest faults to the project area, which may present seismic hazards. Other inferred faults are located southeast of the project site. Significant fault rupture hazards are expected for developments along the fault zone. Related projects proposed near these faults would be subject to surface rupture hazards. Critical facilities and residence are not allowed within the fault zone and surface rupture hazards would not represent cumulative adverse impacts.

Groundshaking hazards associated with regional earthquakes may also occur in the project area. While measures to prepare for an earthquake can be augmented, the actual impact of an earthquake event cannot be predicted. Should a major earthquake occur along the Cucamonga or San Jacinto fault or other nearby faults, structural damage to the project area could be sustained. Developments located near the fault would generally suffer more damage than those farther away from the fault, depending on local soil conditions. Compliance with seismic design criteria in the Uniform Building Code would limit damage to proposed structures and infrastructure. Earthquake impacts can also be reduced by emergency preparedness programs. Seismic risks associated with the project site, when considered with the related projects, would not be regarded as cumulatively significant.

Impacts on geology by new development are not expected to be significant, with compliance with engineering practices related to seismic and geologic hazard reduction and structural integrity.

6.2.7 Hydrology and Water Quality

The project and the related projects would increase the resident population and intensity of development in the area. This translates to a greater demand for water and increased pumping of the groundwater basin, as well as greater use of imported water sources. The West Valley Water District and the Fontana Water Company provide water services to the North Fontana area. These agencies utilize water from groundwater resources, surface water from Lytle Creek, and imported sources through the San Gabriel Valley Municipal Water District and the San Bernardino Valley Municipal Water District. Individual developments will coordinate with the water agencies to ensure that they can be provided water service in a timely and adequate manner.

New developments would increase impermeable surfaces and decrease water percolation areas. Future open space areas, parks, and pockets of vacant land serve as recharge areas, as they provide for the natural recharge of local groundwater resources. Increase in impervious surfaces would reduce recharge but since individual project sites are not designated as groundwater recharge areas, no significant adverse impacts are expected. The increase in runoff volumes would increase stormwater on local and regional drainage channels. The regional channels have been designed to accommodate runoff from the entire watershed and new

developments are required to provide on-site improvements and other storm drain system upgrades to prevent the creation of flood hazards at downstream areas. Future construction of the ultimate storm drain system would prevent cumulative significant adverse impacts.

Without appropriate mitigation, new developments can be exposed to flooding hazards. Flood hazards in the project area are located along Lytle Creek and the San Sevaine Channel and developments proposed within this floodplain could expose residents, employees, and visitors to flood hazards. However, the City requires new development to provide the needed storm drain infrastructure systems to serve individual developments and the elimination of existing on-site flood hazards prior to development. With each new development, the area-wide storm drain systems and infrastructure become more completed and flood hazards would be eliminated. Thus, no cumulative adverse impacts related to flood hazards or inadequate storm drainage are expected.

New development in the project area would also bring new sources for urban pollutants, which could impact stormwater quality. However, construction activities are regulated under the NPDES and RWQCB's General Permit for Construction Activities and the City and County have adopted a program for urban runoff pollution mitigation through the requirement for a Water Quality Management Plan for individual developments. New developments that generate pollutants that could degrade stormwater quality are required to implement on-site treatment of runoff prior to off-site discharge. The project and the related projects would have to comply with these mandates through the implementation of both construction and operational best management practices (BMPs) for stormwater quality protection. No cumulative adverse impacts on hydrology and water quality are expected from the proposed project and related projects.

6.2.8 Biological Resources

The cumulative impacts on biological resources due to the proposed project and the related projects include greater urbanization and removal of existing vegetation in the North Fontana area, which could affect existing plant and animal life in the area. Development on disturbed lands and developed areas, which are likely to support non-native species or disturbed habitats, would not have adverse impacts on sensitive plant species. However, new development in vacant areas can disrupt sensitive biological communities. Sensitive plant and animal species and their habitats, which may exist in these areas, such as the San Bernardino kangaroo rat and the California gnatcatcher, would be disturbed and destroyed with the introduction of urban land uses.

The loss of open space that would result from increased urbanization of the project area would be accompanied by losses of ecological systems and wildlife habitats. Removal of existing trees and open fields would lead to loss of nesting and foraging areas for migratory birds. Sensitive habitats, such as wetland areas, streams and channels, and coastal sage scrub communities that are present in the area could be disturbed or destroyed by new developments. The loss of these habitats would lead to the disturbance of sensitive plant and animal species, as well as the loss of biological diversity in the project area. Cumulative impacts on the loss of plant communities and animal habitats would occur.

Future developments in the project area would be required to conduct biological surveys for sensitive animal species such as the San Bernardino kangaroo rat and the California gnatcatcher. The disturbance or destruction of these species on a site would require a Section 10 or Section 7 consultation and coordination with the U. S. Fish and Wildlife Service, the California Department of Fish and Game, RWQCB, and other resource agencies and would require on-site preservation or off-site mitigation, as required by existing regulations. In addition, sensitive habitats such as wetland areas, streams and channels, coastal sage scrub and other habitats would also need to be preserved through on-site or off-site mitigation. These biological surveys and requisite mitigation would be made in coordination with the City of Fontana, the County of San Bernardino, the California Department of Fish and Game, the U. S. Fish and Wildlife Service, the U. S. Army Corps of Engineers, and the Regional Water Quality Control Board, as necessary.

As discussed earlier, the City of Fontana is in the process of adopting a Multi-species Habitat Conservation Plan for the North Fontana area to mitigate impacts associated with future developments in this area and the loss of existing vegetation communities and habitats. Adoption of this plan will require future development to pay fees for the preservation of off-site mitigation banks and reduce development impacts to less than significant levels. The City's interim program for the MSHCP also prevents impacts on existing vegetation communities and habitats by requiring new development to protect and preserve occupied habitat areas and the payment of fees for unoccupied habitat. This will allow for the preservation of off-site and on-site habitat areas to mitigate for the loss of habitat areas in North Fontana. Thus, cumulative significant adverse impacts on biological resources from developments proposed in North Fontana are not expected with the proposed project.

The City of Fontana has also adopted a tree preservation ordinance, which requires the preparation of an arborist report for projects that involve the removal of select heritage, significant and specimen trees and the replacement of trees that are removed at a 1:1 or greater ratio. Future developments in the project area that involve the removal of mature trees would be required to comply with the City's tree preservation ordinance to reduce impacts to less than significant levels.

Thus, while changes in the biological diversity of the area would occur with future developments proposed in the project area, programs and regulations are in place which would reduce cumulative impacts to sensitive biological resources. These include on-site or off-site mitigation, fees, permits, agreements, and coordination with resource agencies.

6.2.9 Cultural Resources

The North Fontana area was the historic site for the Grapeland community, which consisted of 10,600 acres from the toe of the San Gabriel Mountains to the Base Line (now Baseline Avenue), including the project site. Settlers came to the area in the late 1800's to grow peaches, oranges, olives, and grapes and the town had two schools a post office, and some stores. Sierra Vista Reservoir was constructed in 1886 to contain water diverted from Lytle Creek. Drainage channels were built to bring the water from the reservoir into the Grapeland community. While very few of the historic structures remain to date, there are remnants of the Grapeland community in the area, consisting of structural foundations, drainage ditches, and other historic features. Thus, there is a high potential for archaeological and historical resources to be present in the area.

The proposed project and the related projects would lead to ground disturbance, which may affect in-situ cultural resources in the area. Due to the site-specific nature of cultural resources, it is difficult to determine if significant cumulative impacts to cultural resources would occur. Archaeological resources have been found in this section of the City and native soils are present in the area at the San Gabriel and San Bernardino Mountains. Thus, development on sites with native soils and where no previous developments have occurred has the potential to yield archaeological and paleontological resources. The extent or significance of these resources cannot be determined until discovery during surveys and evaluation.

Historic structures that may be demolished as part of the related projects may affect the cultural significance of the site or the structure. Vacant areas where archaeological resources exist may be subject to grading and excavation that could damage cultural resources. Surveys that are conducted prior to development would allow the early identification of on-site cultural resources and the preservation of significant resources. Large developments are generally subject to cultural resource surveys prior to development, to allow for the preservation of important cultural resources. Other projects are checked

against the City's list of historic structures to determine if they would affect important historic resources or are located in culturally sensitive areas.

Cultural resources are site-specific and no cumulative significant adverse impacts are expected from new developments, with implementation of site-level surveys, compliance with the City's Historic Preservation Ordinance (Article XIII, Section 5-351 et seq. of the City's Municipal Code), and mitigation outlined as part of cultural studies for individual development projects.

6.2.10 Mineral Resources

The North Fontana area contains aggregate resources, since this area is part of the alluvial fan of Lytle Creek. Regional resources are also available on Lytle Creek in the San Bernardino County area. However, no mining operations are present on site or near the site. Based on the Fontana General Plan, the City does not seek to preserve aggregate resources in Fontana since mineral extraction activities are likely to generate land use conflicts with adjacent urban developments existing and planned for the area. The San Bernardino General Plan; however, calls for the conservation of mineral resources for future beneficial uses, and that the ability to recover them must be preserved and protected, to assure that adequate supplies of such resources are available to meet the future needs of the County. The proposed project and related projects would preclude mining in the area but resources are present in other area where mining is occurring and in other undeveloped sites in the area. Thus, impacts associated with access to mineral resources would not be cumulatively significant.

The project and the related projects would create a demand for energy and mineral resources in the area. Construction activities would require the use of sand, gravel, water, lumber, and other natural resources for buildings and infrastructure. These resources are likely to come from the Lytle Creek area. The cumulative demand for aggregate resources by future developments in the City of Fontana and San Bernardino County may be significant, but they would occur incrementally over time. Energy for use and occupancy of the developments under the proposed project and the related projects would also be needed during the long-term use of these structures. These demands are not expected to be significant when compared to available resources or the existing demands in the entire region.

Cumulative impacts are expected to be insignificant when compared to available resources in the State and the extent of demand from ongoing construction activities in the City of Fontana, San Bernardino County, and the Southern California region.

6.2.11 Agricultural Resources

The related projects and the proposed project reflect the development trend towards the conversion of undeveloped and vacant land to urban residential and commercial uses. The loss of agricultural lands in the area would add to increasing conversion of agricultural land to other uses. The sites where the related projects and the proposed project would be located are mainly designated as Grazing Land, Other Land and Developed Land as found near the project site. There are no Unique, Prime and State-wide important farmland in the project area. Thus, the proposed project and related projects would not have significant adverse impacts on farmlands. Cumulative impacts on agricultural land are not expected to be significant enough to affect regional agricultural production.

6.2.12 Public Services

The proposed project, when considered with the related projects in the area, would cumulatively contribute to an increased demand for fire, police, school, and library services. New development and

other related projects would add to the cumulative demand for such services through the introduction of new residents, employees, visitors, vehicles, and structures in the project area.

Police Protection Services – The proposed project and the related projects would increase the demand for police protection and law enforcement services in the area. This would require an increase in police personnel and equipment to adequately provide for the public safety needs of residents and businesses. The Fontana Police Department would require additional staff and equipment to serve the increase in population associated with future developments in north Fontana. The City of Fontana reviews its police services annually to determine the appropriate level of service and budget to provide for adequate police services in the City. Thus, impacts of future developments in Fontana on the Fontana Police Department are expected to be addressed through City policies and programs.

The Fontana General Plan suggests a conservative police protection service ratio of 1.4 sworn personnel per thousand population. Additionally, the County Sheriff's Department standard is identified as one deputy per 1,000 residents. The 50,952 residents expected with the 12,770 new units within the City of Fontana under the proposed project and the related projects would create a demand for 51 sworn police personnel in the City of Fontana. The 7,680 persons expected with the 2,406 new units within San Bernardino County under the related projects would create a demand for 8 County deputies. In addition, non-sworn department staff would be needed to support police officers. This cumulative demand would require an increase in police officers and staff at the City of Fontana Police Department and County of San Bernardino County Sheriff's Department.

Annual evaluation of police protection services would determine the adequacy of police service and the needed resources. Individual developments are also subject to development fees, which help finance public facilities, such as police facilities, fire services, and library facilities. Payment of these development fees provides the funding for police services. In addition, yearly evaluation of police services by the City and County would set the acceptable service levels for public safety. This evaluation and funding are expected to provide the necessary police services to the area and prevent any significant cumulative adverse impacts on police protection and law enforcement services.

Fire Protection Services – The proposed project and the related projects would increase the demand for fire protection and emergency services in the area. This would require service expansion from the San Bernardino County Fire District. The Fire District currently provides fire protection services to the City of Fontana equivalent to 0.58 firefighter per thousand population. The 58,632 persons that are expected with the 15,176 new dwelling units from the project and related projects would create a demand for approximately 34 additional firefighters in the project area.

Individual developments are required to comply with pertinent provisions of the Uniform Fire Code to prevent the creation of fire hazards, to promote fire safety, and to facilitate emergency response. The County Fire District and the City of Fontana also regularly review fire services in the area and the needed increases in staffing, fire stations, and equipment as necessary to keep response times reasonable and to adequately serve the project area. Regular review of projects coming on-line by the County Fire District and the City of Fontana would ensure that no fire safety hazards are created by new development; that fire prevention measures are incorporated into new developments; and that fire emergency response is facilitated by provision of adequate access and fire alarm systems. Implementation of these measures would avoid potential significant cumulative adverse impacts on fire protection services. Individual developments are also subject to development fees, which help finance public facilities, such as police facilities, fire services, and library facilities. Payment of these development fees and yearly evaluation of fire service provision are expected to provide the necessary fire services to the area and prevent any significant cumulative adverse impacts on fire protection services.

New fire stations are planned in North Fontana, with one on Duncan Canyon Road, west of the I-15 Freeway and another within the Lytle Creek North development. These stations and their personnel would augment fire protection services in the project area and would serve the project and related projects.

The County reviews their fire protection services annually to determine the appropriate level of service and budget to provide for adequate fire services, including an increase in firefighter personnel and other resources as necessary. The increase in development intensity in the project area is being considered by the County in their provision of fire services. Thus, impacts of the proposed project and related projects on fire protection services are expected to be addressed through County policies and programs.

Educational Facilities and Services - The increase in housing development in the area would lead to increases in the student population. Using the Fontana Unified School District's student generation factors of 0.56 K-6th grade student per housing unit, 0.16 7-8th grade student per housing unit, and 0.24 9-12th grade student per unit, the 15,176 new housing units expected in the project area would lead to a student population increase of approximately 14,569 new students from the proposed project and the related projects. New commercial developments may also indirectly add to the student population, as employees are allowed to request school transfers by place of employment. Some large developments include the dedication of school sites for the construction of new schools to serve the project and the surrounding area. As discussed earlier, 2 elementary schools, 1 middle school, and a high school are planned as part of the related projects.

Payment of mandated school impact fees is intended to provide funds to allow the school districts to adequately serve the potential student population increases. Payment of these fees would mitigate any significant cumulative impacts on school services.

Parks and Recreation - The proposed project and the related projects would contribute to the cumulative need for more recreational open space and park facilities in the area. The Fontana Municipal Code requires payment of a fee, the dedication of land for Park and Recreation Facilities or a combination of both (Chapter 21, Article IV of the Fontana Municipal Code) for the provision of parks and recreational facilities by new development. Multi-family residential developments are also required to provide on-site open space and recreational facilities. Some of the related projects are providing on-site parks and recreational facilities and the City is currently developing approximately 52.27 acres of parkland that will be available to the public in 2006, with an additional 86 acres of parkland from the related projects would be completed by 2010, for a total of approximately 138.27 acres of new parkland within the City. Consistent with the City's park requirement, individual projects would pay park fees or dedicate open space lands as required by the City of Fontana or San Bernardino County. Since individual development projects would mitigate their incremental impact on City and County-wide recreational needs, no significant cumulative impacts would result from project implementation.

Library Services - The increase in the resident population in northern Fontana and the San Bernardino County area that would occur with the related projects and development under the proposed *Ventana at Duncan Canyon Specific Plan* would result in the increase in patrons at the Fontana Branch Library and other libraries within the City. Currently, library space and book materials are inadequate to serve the existing population. Future development would exacerbate this deficiency.

The Division of Library Development Services of the State of California recommends an average of 0.4 to 0.5 square feet per capita and 2.0 books per capita. The 58,632 new residents of the area would require 29,316 square feet of library space and 117,264 books. The City of Fontana is currently planning a new library facility with approximately 84,000 square feet of floor area and is scheduled to open in 2008. Additionally, a 5,000-square-foot library is under construction at Summit High School in North Fontana. It is

scheduled for opening in Fall 2006 and would provide 10,000 materials for the opening day. These proposed libraries are expected to increase the floor area per capita ratio from 0.18 to 0.48 square feet by 2021 City-wide. In the short-term, demand for library services would have to be met by existing facilities. However, future development of the new library facilities would mitigate cumulative adverse impacts.

Payment of developer fees would help fund library services and facility improvements. The increase in demand for public services that is brought on by new developments will be mitigated by payment of developer fees and assessments imposed primarily to finance these public services. Thus, no significant cumulative adverse impacts on library services are expected.

6.2.13 Utilities

Development under the *Ventana at Duncan Canyon Specific Plan*, along with other approved and planned projects in the immediate area, would result in the need for additional water supplies, sewage treatment capacity, landfill capacity, and energy resources. The project area is located in an area where not all parcels are served by existing water, sewer, gas, and storm drain facilities. New developments in the project area would be required to provide the utility extensions and individual lot connections to provide utility services to the site. Coordination with the utility companies (Fontana Water Company, West Valley Water District, IEUA, Burrtec, SCG, SBC, and Adelphia) would allow for the extension of utility lines and timely service to serve individual developments. Storm drain facilities to serve individual projects are required by the City. There is adequate remaining capacity at area landfills to serve future development.

Cumulative impacts on utilities anticipated to result from future development are subject to connection and service fees, to assist agencies in facility expansion and service improvements to support increase in demands. Also, utility agencies such as Burrtec, SCE, SCG, SBC/AT&T, and Adelphia provide services on demand and would not experience significant cumulative impacts from growth and new development in the area. Water and energy conservation measures, as well as waste recycling programs are also expected to reduce long-term demands for water, power, gas, sewer, and solid waste disposal services. Project-specific and cumulative utility service impacts are considered less than significant. An expanded discussion of cumulative impacts to utilities is provided below.

Water Service - The increased demand for water from future development projects within the project area would result in increases in water consumption. Coordination with the Fontana Water Company and the West Valley Water District and payment of connection and service fees would be needed to ensure water service to future developments and the continued availability of imported water supplies and groundwater resources. Water conservation measures would help to reduce water consumption levels. Extension of water lines to serve individual lots and building pads would need to be made in coordination with the affected water company. No significant cumulative impacts to water services are anticipated.

Sewer Service – Future development projects would generate additional sewage volume. Coordination with the City, the County, and the Inland Empire Utilities Agency, along with payment of service and facilities fees would be needed to ensure sewer service to future developments. These fees are used to fund operation and maintenance of the treatment plants and sewer mains, as well as for expansion of the needed facilities. Existing and planned sewer infrastructure and treatment plant capacities are available to serve future developments. Extension of sewer lines would be made in coordination with the City of Fontana or San Bernardino County. No long-term impacts to sewer service have been identified; thus, no significant cumulative impacts are anticipated.

Storm Drainage - The related projects and the proposed project would increase paved surfaces and limit natural recharge of the groundwater. They would also increase stormwater runoff volumes from the project

area. However, major storm drain lines have been constructed or will be constructed in Fontana and in the developing areas of the County to adequately accommodate future developments. Flood hazards will be eliminated by individual projects, as required by the jurisdiction. Individual developments are also required to provide on-site facilities and storm drain facilities on public roadways to convey runoff into the drainage system. No cumulative impacts to storm drainage facilities are anticipated.

Solid Waste Disposal – Related projects and the proposed project would generate solid wastes which would require waste collection services. Burrtec can provide collection services on demand. Future developments would also create a demand for solid waste disposal and landfill capacity. There is capacity at the Mid-Valley Landfill to serve future developments in the area for the next 27 years. Recycling and waste reduction measures that are being implemented in accordance with AB 939 would also reduce solid waste volume and the demand for landfill capacity. No significant cumulative impacts are anticipated.

Power and Gas Services – A cumulative increase in demand for power and gas services would occur with the related projects and the proposed project. Because there is a wide variety of energy sources used for power generation, it is anticipated that the project and the related projects would present no adverse impacts on SCE services or existing energy sources. SCG also provides natural gas service on demand, and no adverse impact on their services is anticipated with future development projects in Fontana and the County. Extension of power and gas lines to serve individual projects would be made in coordination with SCG and SCE. Energy conservation measures incorporated into new developments would also reduce energy demands.

Telephone and Cable Services - Cumulative demand for telephone and cable services would occur with the related projects and the project. SBC/AT&T and Adelphia provide service on demand, and no adverse impact on their services is anticipated with future developments in the project area. Extension of telephone and cable lines to serve individual projects would be made in coordination with SBC/AT&T and Adelphia.

6.2.14 Human Health and Hazards

The cumulative impacts of future development projects on human health include increases in population and development, which may result in the creation of risks to public health and safety. There are existing regulations on a variety of activities and uses relating to health and safety at all levels of government. Compliance of individual projects with pertinent regulations would preserve public health and safety. Thus, new developments in the project area are not expected to present significant risks to public health and safety.

The proposed project and the related projects would require emergency planning for natural or manmade disasters that may occur in the planning area. Hazardous material explosions or contamination may potentially occur with proposed commercial developments that would handle these materials in large quantities. State and federal regulatory agencies are responsible for regulating hazardous materials use. Monitoring by the cities, the Fire District, and other local agencies would ensure compliance with the regulations of these agencies. Evacuation and emergency routes can be blocked by proposed roadway projects and construction activities that extend into the street. As required by the City and County, compliance with the Standard Specifications for Public Works Construction (Greenbook) would ensure access to individual parcels is maintained at all times, detours are established, and temporary traffic controls are implemented. Impacts would be temporary and insignificant.

Compliance with existing health and safety regulations would prevent the creation of health risks and public safety hazards from new developments in the project area.

6.2.15 Visual Quality and Aesthetics

More intense urban development in the North Fontana area can be expected as vacant land is utilized for new residential and commercial land uses. Future developments on the site and the related projects would change the visual quality of the landscape through the introduction of structures in open areas and the redevelopment of older structures or large lots for higher density uses. Future developments would contribute to the cumulative loss of undeveloped land in the City of Fontana and the San Bernardino County.

The project, as well as the related projects, would result in transformations of the visual environment. This transition from vacant land and lower density development to urban structures reflects the urbanizing trend that has occurred in Fontana and in the surrounding communities. As vacant land is developed and replaced with residential tracts or commercial uses, views of the area would change from an area in transition to one that is fully developed. These changes would include the introduction of homes and commercial structures, parking lots, landscaped areas, parks, outdoor signs, and other infrastructure improvements, creating an overall higher development intensity and urbanized setting for north Fontana and San Bernardino County.

Development and design review of individual development projects by the City and County would prevent the potential for adverse view impacts or negative aesthetic impacts to be created by new development. Compliance with applicable design standards by individual development projects would avoid or mitigate visual impacts so that aesthetic impacts do not become cumulatively significant.

New sources of light and glare would also be created as new developments occur in the area. This would include exterior lighting for commercial and institutional structures, parking areas, walkways, play fields, as well as interior lighting from residential units, and buildings that are in use during the nighttime hours. An overall increase in lighting levels throughout the project area can be experienced at completion of all related projects. Similarly, new structures would potentially create additional sources of glare in the area.

Compliance with City and County lighting standards would prevent light spillover and adverse impacts on adjacent residences, care facilities, and other light-sensitive uses. Glare impacts would be directly related to the amount of glazing and mirror surfaces used on building facades and vehicle lights which are directed into adjacent structures. Setbacks, landscaping, and development standards relating to lighting are expected to prevent substantial light intrusion and spillover. Changes to the visual quality of the landscape are not expected to be cumulatively significant or adverse, with compliance with lighting standards and design guidelines of the City of Fontana or San Bernardino County.

SECTION 7.0: GROWTH-INDUCING IMPACTS

Section 15126.2(d) of the CEQA Guidelines requires that an EIR include a discussion of ways in which a proposed project could induce economic or population growth, or the construction of additional housing or other development, either directly or indirectly, in the surrounding environment. Projects that remove obstacles to population growth or tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects may have growth-inducing impacts. CEQA requires that “*...it must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.*” Induced growth is considered a significant impact only if it can be demonstrated to result in significantly adverse effect on the environment.

Generally, growth-inducing impacts refer to impacts from projects that possess such characteristics as being located in isolated, undeveloped or under developed areas, necessitating the extension of major infrastructure (e.g., roadways, sewer and water lines and facilities) or other services or infrastructure that encourage “premature” or unplanned growth (i.e., “leap frog” development). In addition, projects that induce new development in nearby areas due to the provision of major infrastructure, employment centers, or residential communities may be considered to have growth-inducing impacts.

The growth-inducing impacts of the *Ventana at Duncan Canyon Specific Plan* may be related to several features of the proposed Specific Plan, as well as the existing condition on lands adjacent to and near the site. These include the potential for the Specific Plan itself to induce development of the site, as well as for future developments on the site to induce development in adjacent areas. These impacts are discussed below.

Development Capacity

The Regional Mixed Use (RMU) land use designation, under the Fontana General Plan Land Use Map, permits a mix of commercial, light industrial and high density residential land uses on the 103.31-acre project site. The proposed project will lead to the development of residential and commercial land uses consistent with the RMU designation. However, the proposed *Ventana at Duncan Canyon Specific Plan* proposes a development mix that would lead to 48.93 acres or 47.4 percent of the site being developed with residential uses, 27.72 acres or 26.8 percent with commercial uses and 12.69 acres or 12.3 percent with mixed uses. The preferred mix of uses for areas designated as RMU is 0 to 30% retail; 5 to 15% office; 15 to 30% light industrial/business park; 25 to 35% residential and 4 to 6% public open space. Thus, more residential uses would be constructed on the site than otherwise anticipated under the RMU designation. However, the Specific Plan sets the development capacity lower than the maximum development density allowed under the RMU designation (proposed at 17.2 units per acre versus the maximum of 24 units per acre). Also, the retail commercial and office uses would be developed at a maximum FAR of 0.65, rather than the City’s maximum of FAR 1.0. Thus, the proposed Specific Plan calls for a development density that is lower than what could occur under the RMU designation by itself. As such, the Specific Plan would increase development capacities on the site, which may induce growth in the area.

Approved Specific Plan

Adoption of the Specific Plan would change development regulations for the site. The Specific Plan calls for the development of a Tuscan Village with separate residential villages, a central Piazza, and corporate office uses along the I-15 Freeway. The proposed Specific Plan would allow higher density residential development on the site than what is allowed under the RMU designation. Thus, the project would induce residential growth in North Fontana.

In addition, the Specific Plan sets development standards that are different than those applicable to the RMU designation. While the standards are not necessarily less stringent than those of the City, they are more specific and detailed than what is contained in the City's Zoning and Development Code. Thus, development of office and commercial retail uses on the site could be induced by development standards in the Specific Plan.

Other Developments

As discussed in Section 2.0, *Environmental Setting*, the City of Fontana has been experiencing rapid growth and development for over 20 years resulting from its proximity to urban centers and freeways and the availability of vacant land. Recent developments in the City have occurred mainly along the I-15 and SR-210 Freeways and in the northern and southern sections of the City, in areas where easy freeway access and improved circulation exists.

The North Fontana area, in particular, has been experiencing rapid development within the last five years. New developments in the area have included residential subdivisions north and south of the SR-210 Freeway and within the Sierra Lakes, Summit Heights, Citrus Heights, and Westgate Specific Plan areas. Commercial uses have been developed in proximity to the SR-210 Freeway and Sierra Avenue and the I-15 Freeway and Summit Avenue interchanges. A number of other residential tracts and specific plans have also been proposed on various parcels along Sierra, Citrus, and Summit Avenues and Lytle Creek Road. These include the JW Mitchell Specific Plan, the Arboretum Specific Plan, Empire North Fontana, Annexation No. 169/Monarch Hills, Lytle Creek North Specific Plan, and other smaller tracts and developments.

Ongoing construction includes residential developments within the Coyote Canyon Specific Plan, Citrus Heights North Specific Plan, and commercial developments are under construction within the Summit Heights and Sierra Lakes Specific Plan areas. Thus, at the time the project approvals and permits are obtained for the proposed Specific Plan, it is expected that development within approved tracts and specific plans in the surrounding area would have begun or would follow soon after. The project would not induce development of these projects. Rather, new residential developments to the south have influenced the proposed development of residential uses on the site.

Vacant Lands

Development of the project site could encourage the development of adjacent lands. However, whether the proposed project would have a major influence on the development of these vacant sites cannot be ascertained. There are many other factors that would play a part in development, including property owner decisions, economic conditions, demand for commercial and residential developments, cost of development, regulatory controls, and other market forces. These factors have exerted more development pressures on adjacent vacant lands than the project, as evidenced by prior development proposals for these areas. Nonetheless, it cannot be discounted that development on the site and in the area is likely to provide an additional inducement for these nearby vacant lots to develop.

The project site is located at the northwestern end of the City of Fontana and is surrounded by vacant land to the northeast, east, and south. However, the areas east and southeast of the site are planned for development under the proposed Arboretum Specific Plan. The vacant land south of the site and the SCE right-of-way is currently being developed with a residential tract. Also, the 435-acre vacant area northwest of the site and across the I-15 Freeway is proposed for annexation to the City under Annexation No. 169. Vacant lands with no known

development proposals are located northeast and southwest of the site. Future development under the proposed Specific Plan may induce development of these sites.

The remaining “unplanned” area southwest of the site is more likely to be affected by new development within the Westgate Specific Plan and the ongoing construction under the Citrus Heights North Specific Plan. These two specific plans abut this area. The project site is separated from this area by the SCE right-of-way and Lytle Creek Road. The remaining “unplanned” area northeast of the site is likely to be affected by new developments directly to the south and at Sierra Avenue. The unplanned areas are likely to be developed once development occurs around them, including development proposed for the project site.

Some vacant lands remain within approved Specific Plans. The timing of development within adjacent Specific Plans could be induced by development on the site. The rapid residential development in North Fontana is occurring in response to the high demand for housing in the region and other economic factors. The proposed Specific Plan is not expected to induce residential development in the adjacent Specific Plan. Rather, the presence of large residential developments at the southern section of North Fontana is likely to have more influence on the development of residential uses to the east and southeast of the site, as proposed under various tracts and Specific Plans.

Freeway Interchange

The proposed Duncan Canyon interchange at the I-15 Freeway will be the next exit north of Summit Avenue. Development near this interchange is likely to occur when the interchange is built and as the extension of urban development in the area. The planning of the Duncan Canyon interchange has specifically influenced the development of the proposed *Ventana at Duncan Canyon Specific Plan* and the location of commercial uses near this proposed interchange.

Within North Fontana, the main commercial growth would be induced by the proposed Duncan Canyon interchange. The interchange would improve regional access to the site and areas farther to the east. With the new interchange, the commercial office and community commercial uses proposed along Duncan Canyon Road would become more economically viable. Subsequently, planned commercial uses farther east on Duncan Canyon Road and on Citrus Avenue would likely follow.

Roadway Improvements

The roadway and infrastructure improvements that would accompany the proposed project would improve access to nearby vacant areas and could increase pass-by traffic. The proposed project would be required to improve the ultimate half-widths of Citrus Avenue, along the site perimeter, and the full-width improvements for roads crossing through the site (Lytle Creek Road, Knox Avenue, and Duncan Canyon Road). A new modified collector would also be constructed between Lytle Creek Road and Citrus Avenue. Other internal roads would also be constructed to serve individual planning areas and building parcels. Improvement to these roads would provide a more developed street system (with street lights, sidewalks, medians, and parkways), over those that are mainly two-lane roads with soft shoulders. Thus, the provision of roadway improvements by the project may result in a more attractive area for new development. However, adjacent areas would also be required to provide half-width improvements and most of the street improvements would be internal to the site.

The proposed street improvements that would accompany the proposed project would add travel lanes and traffic signals to improve traffic flow in the area. These improvements may also make the areas near the site more attractive to investors, property owners and future residents and, thus, could create additional

housing demand and induce new development in these areas. As mentioned earlier, the adjacent vacant lands have been proposed for development. Growth may be induced in the “unplanned” areas to the southwest and northeast. The proposed street improvements on Lytle Creek Road would not benefit the vacant parcels to the southwest, since access would come from the south and the project site is north of this area. The proposed street improvement on Citrus Avenue would be half-width and development on the northeast parcel would have to provide the remaining half-width improvements.

Also, new developments would have to pay fair share signal improvement costs. Thus, a perceived decrease in development costs for adjacent lands, due to existing improved roadways, would actually not translate to a decrease in development costs for roadway improvements.

The construction of Duncan Canyon Road through the site as a full six-lane roadway would improve access to adjacent areas to the east. Development is already proposed for the vacant areas east of the site and may have been induced by the proposed freeway interchange. The development of these areas could be further induced by the construction of a widened Duncan Canyon Road through the site and the proposed pedestrian bridge and commercial developments on the site. Since the development of areas to the east was proposed earlier than the project, the project cannot be attributed with growth-inducing impacts on this area.

Lytle Creek Road would be improved through the site. With the redesignation of the northern end of Lytle Creek Road from a Secondary Highway to a Modified Collector and the addition of a Modified Collector for connection from Lytle Creek Road to Citrus Avenue, the circulation patterns would change and access between the areas southwest and northeast of the site would no longer occur. Rather, Lytle Creek Road would only serve the developments on the site and would not serve as a major arterial to traffic in North Fontana. Thus, the realignment and construction of Lytle Creek Road would not have growth-inducing impacts on adjacent areas.

The western half of Citrus Avenue would be improved as a Primary Highway as it runs along the eastern boundary of the site, south of Duncan Canyon Road. The construction of this roadway would improve access to areas northeast of the site and facilitate freeway access to areas to the southeast when the freeway interchange is complete.

Areas to the southeast of the site have been proposed for development, thus, the project cannot be attributed with growth-inducing impacts associated with these projects. The areas to the northeast have access to the Sierra Avenue interchange and would not rely on the Duncan Canyon Road interchange. Thus, improvement of Citrus Avenue along the site would not necessarily induce growth in this area.

Infrastructure Improvements

The proposed Specific Plan would be accompanied by a number of off-site improvements. These include the extension of the sewer line on Lytle Creek Road to the project site; the extension of gas lines on Lytle Creek Road and Citrus Avenue; and the provision of a storm drain line on Duncan Canyon Road through the site. These infrastructure system extensions would lead to the availability of these utilities to vacant lands located along the utility line extensions.

The proposed *Ventana at Duncan Canyon Specific Plan* would connect to utility lines that have been extended from the south. Thus, no major off-site infrastructure extension would occur with the project that may induce development. The extension of the gas, sewer, and storm drain lines on Lytle Creek Road, north toward the site would provide services to the vacant lands along Lytle Creek Road, southwest of the site. The extension of the gas line on Citrus Avenue to the site would also provide future service to

developments east and northeast of the site. This could reduce costs for development that may occur on these sites. However, the need for utility line upgrades or the costs to pay for new service would still have to be paid by individual developments. Similarly, the cost for upgrades to the roadway and utility lines would be borne by each developer, with fee credits from the City of Fontana for costs that are not associated with the development. Thus, future development served by a new utility line would still pay the proportionate impact fees to the City. Thus, utility infrastructure extensions that would accompany the project would reduce but not eliminate the cost of line extensions.

The availability of utility infrastructure in the project area could induce the development of adjacent vacant lands. However, the need for utility line upgrades or costs to pay for new service would still have to be paid by individual developments and future developments connecting to the sewer and storm drain lines would pay development impact fees to the City. Thus, the utility infrastructure extensions that would accompany the project may reduce development costs of adjacent vacant lands. Utility line extensions are not expected to induce the development adjacent property.

Public Services

While the proposed project would need the same public services as other developments in the City, police and fire stations would not need to be constructed as part of the project or to serve the project. Rather, police protection services will be provided by officers from the City's main station, located approximately 4.5 miles south of the site. Also, fire protection services will be provided by firefighters from Station #78, located approximately 3.0 miles south of the project site. However, a new Fire Station (Station 79) at Duncan Canyon Road, west of the I-15 Freeway is planned and will serve the site and surrounding areas when it opens in two years (2008).

There are several schools planned and under construction near the site. No schools or libraries would be located on the site which would induce growth or otherwise draw people to the site. No growth-inducing impacts associated with these public services would occur with the project.

Resident Population

The proposed project would bring in approximately 3,360 new residents and 2,023 employees to the area. Demand for commercial goods and services generated by residents and employees could induce additional commercial development at nearby vacant areas along the I-15 Freeway, Duncan Canyon Road and Sierra Avenue.

Commercial developments are present in the southwestern portion of the project area along the I-15 Freeway and Summit Avenue. Commercial uses developed on the site would supplement these adjacent businesses. However, the proposed commercial developments on the site may create an employment center for the area. The proposed corporate office buildings would increase the employment base for North Fontana and would likely provide some inducement for additional retail services (restaurants, gas stations, etc.) and supporting commercial uses (copy shops, delivery services, office supplies), bringing even more urban development into the surrounding areas.

Together with other proposed developments in the surrounding area, the proposed project would contribute to the ongoing growth and development in the North Fontana area. The project would influence adjacent lands to develop, just as the project was influenced by adjacent developments.

However, future development of the adjacent vacant parcels would be subject to review and approval by the City of Fontana and include the necessary environmental clearance in accordance with the California

Environmental Quality Act. Public utility and service providers would need to determine if the additional growth associated with individual projects can be accommodated by existing resources and facilities. Review and approval of future developments would ensure that adequate services and infrastructure are available to serve individual developments and that no land use conflicts are created. Thus, the growth-inducing impacts of the project are not expected to result in significant adverse effects to the environment.

SECTION 8.0: IMPACTS FOUND NOT TO BE SIGNIFICANT

Pursuant to Section 15128 of the CEQA Guidelines, an EIR shall contain a statement briefly indicating the reasons that various possible significant effects of a project are determined not to be significant and are, therefore, not discussed in detail in the EIR. The Initial Study that was prepared for the *Ventana at Duncan Canyon Specific Plan* and the environmental analysis in Section 4.0, *Environmental Impact Analysis*, were used to summarize the discussion in this section. Based on the findings of the environmental analysis, the proposed project was determined not to have the potential to cause significant adverse effects on the following issue areas:

POPULATION AND HOUSING

The proposed *Ventana at Duncan Canyon Specific Plan* is not expected to create a significant adverse impact on population, housing and employment. The displacement of existing household or the loss of the existing residence at the site would occur voluntarily with the project. Also, the project would lead to the construction of 842 new dwelling units on the site, to be occupied by approximately 3,360 residents, and a total of approximately 574,500 square feet of commercial development, creating approximately 2,023 jobs. The anticipated housing stock increase would help Fontana meet its regional housing needs and the job creation would assist in reducing the City's and region's unemployment rates. The increase in population, households, and employment that would accompany the project would not exceed City and regional projections. No significant adverse impacts are expected.

MINERAL RESOURCES

While aggregate resources may be present on the site, this area is unlikely to be able to accommodate future mineral extraction operations. The proposed project would lead to the construction of structures, roadways, utility infrastructure, and pavement areas on the site and the loss of access to any underlying mineral resources. However, this impact is not considered significant since the site is limited in size and mining operations on the site could create impacts on existing and planned urban land uses in the area. Also, the City of Fontana does not call for the conservation of mineral resources on the project site.

The proposed project would create a demand for mineral resources in the form of building materials. The demand generated by the project is not considered significant in comparison to existing resources, ongoing developments, and anticipated future development in the City and the region. Impacts on mineral resources are considered insignificant.

AGRICULTURAL RESOURCES

The proposed project would not affect agricultural activities in the area or elsewhere in the City or the County. The project site is not designated as Prime Farmland, Farmland of Statewide Importance, Locally Important Farmland, or Unique Farmland. Rather, it is designated as "Grazing Land" under the California Farmland Mapping Program. These are no agricultural operations on the site, which may be affected by the proposed project. Also, there are no nearby agricultural operations that would be affected by the project. Thus, no impacts on agricultural resources would occur with the proposed project.

The proposed Specific Plan is expected to result in potential environmental impacts on other issue areas, as discussed in Section 4.0 of this EIR.

SECTION 9.0: ALTERNATIVES ANALYSIS

In accordance with Section 15126.6 of the CEQA Guidelines, an EIR must contain “*a range of reasonable alternatives to the project, or the location of the project, which could feasibly attain most of the basic objectives of the project*”, as well as an evaluation of the “*comparative merits of the alternatives*.” The discussion of alternatives shall focus on alternatives that “*would avoid or substantially lessen any of the significant effects of the project, even if these alternatives would impede to some degree the attainment of project objectives, or would be more costly*”.

9.1 SUMMARY OF PROJECT ACTIONS AND OBJECTIVES

This EIR analyzes the potential environmental effects associated with the adoption and implementation of the proposed *Ventana at Duncan Canyon Specific Plan*, a mixed use residential and commercial development proposed on 103.31 acres in the northwestern section of the City of Fontana. The project site is bounded by Citrus Avenue on the east, the I-15 Freeway on the northwest, Lytle Creek Road on the west, and an SCE transmission line right-of-way on the south. The proposed Specific Plan would allow the development of a maximum of 842 condominium units, 211,570 square feet of retail commercial uses and 362,930 square feet of office uses on the site. Trumark Companies is proposing the *Ventana at Duncan Canyon Specific Plan* to achieve the following objectives:

- To actualize the City’s vision for the Regional Mixed Use designation in North Fontana;
- To establish a unique window into North Fontana from the I-15 Freeway;
- To introduce a vibrant, pedestrian-oriented activity center in this area of the City;
- To integrate a mix of retail commercial, office and residential uses both vertically and horizontally; and
- To create a protected urban village environment that is unique to Fontana and the Inland Empire.

9.2 SUMMARY OF SIGNIFICANT IMPACTS

The evaluation of the project’s environmental impacts in Section 4.0, *Environmental Impact Analysis*, of this EIR concludes that the project would result in significant adverse impacts associated with land use and planning, transportation and circulation, air quality, noise, geology and soils, hydrology and water quality, biological resources, cultural resources, hazards and human health, public services, utilities, and aesthetics. Implementation of standard conditions and the recommended mitigation measures would reduce most of the project impacts to less than significant levels. However, air quality impacts would remain significant even after mitigation.

9.3 ALTERNATIVES ANALYSIS

This section considers several alternatives to the proposed project. These alternatives are discussed below.

- **No Project Alternative.** The No Project Alternative anticipates that the project site would remain in its existing condition, being largely vacant with a single-family residence on the southeast corner of Duncan Canyon Road and Lytle Creek Road. No specific plan would be approved, and no new development would occur on the project site. This alternative also assumes that the existing conditions on the site would remain indefinitely.
- **Existing Land Use Designation.** As a subset of the No Project Alternative, the Existing Land Use Designation Alternative would allow future development on the site in accordance with the current Regional Mixed Use (RMU) designation. At the allowable residential density of 12 to 24 units per acre, approximately 35 percent of the site or 36.16 acres would accommodate 434 to 868 dwelling units. The

remaining 67.15 acres would accommodate from 292,512 to 2,925,119 square feet of commercial and light industrial uses, under the allowable floor area ratio of 0.10 to 1.0. These residential and commercial/light industrial developments can be constructed on the site under the existing land use and zoning designations.

- **Residence Preservation Alternative.** The preservation of the existing residence and accessory structures at the southeastern corner of Duncan Canyon Road and Lytle Creek Road is considered as an alternative to the project, since the structures are over 45 years old and used as part of the former Lytle Creek Winery. This alternative would preserve the existing structures and uses within the winery site, which are considered historically significant. This alternative would also eliminate the commercial development proposed for Planning Area 9, which would consist of 6,000 square feet of restaurant/winery or office uses. All other planning areas would be developed as proposed in the Specific Plan. This alternative would not call for the rehabilitation or reuse of existing structures.
- **Lower Intensity Alternative.** Under this alternative, the project site would be developed with the same land uses under the proposed Specific Plan, but at lower densities. This alternative seeks to reduce the potential impacts of the proposed Specific Plan. While lower development intensities may be constructed on the project site, the intensity of development that would be constructed on the site under this alternative would still not reduce potential air quality impacts to levels below SCAQMD thresholds. The project would have to scale down to 297 condominiums only or 20,000 square feet of retail commercial and office uses only. Another option would be to develop the site as separate projects on smaller sites, in order to fall below SCAQMD thresholds for pollutant emissions. The development of 297 condominiums or 20,000 square feet of commercial uses on the site would not be compatible and consistent with planned land uses in the North Fontana area under the Regional Mixed Use designation, where a mix of commercial, light industrial and residential land uses are allowed. Thus, a slightly reduced development is proposed under this alternative, featuring 400,000 square feet of retail commercial and office uses and 500 single-family detached housing units.
- **Alternative Sites.** Under this alternative, vacant parcels in other areas of the City, which may accommodate the residential, retail commercial and office developments proposed for the project site, are considered as potential alternative sites for the project. These include existing vacant sites in the North Fontana area, some of which have been proposed for residential and commercial developments. This alternative would move the demand-driven impacts of the project to other sites but would not reduce them. Also, the alternative sites present a different set of constraints to development or would lead to environmental impacts based on the presence of environmental resources at each site. Thus, they do not necessarily avoid or reduce the impacts associated with the proposed project.

9.3.1 No Project Alternative

The No Project Alternative is included pursuant to the requirements of CEQA and the CEQA Guidelines. Under the No Project Alternative, it is assumed that implementation of the proposed project would not occur, and the existing conditions on-site would remain unchanged indefinitely. Thus, the project site would remain largely undeveloped, except for the existing residence and accessory structures.

Retaining the project site in its vacant condition would result in the elimination of all short-term construction and long-term operational impacts including no increases in air pollution, noise, and traffic. If the Specific Plan is not adopted and implemented and no changes in existing land uses occur, it can be assumed that existing environmental conditions would remain consistent with those identified in Section 2.0, *Environmental Setting*, of

this EIR and under the Environmental Setting subsections under each issue area in Section 4.0, *Environmental Impact Analysis*. No new environmental impacts would occur on-site or would be generated under this alternative.

It is unlikely that the site would remain undeveloped indefinitely, as it is planned for urban land uses under the Fontana Land Use Map. While this alternative means that no development would occur on the site and environmental impacts would be avoided, this project would not meet any of the objectives related to utilization of the project site. Under this alternative, Trumark Companies would have to retain the site as permanent undeveloped land. Without development within the project site, the developer would not be able to obtain a reasonable return on investment and the City would have to pay the property owner for the land if it would not allow any development on the site. This alternative would require that the City designate the site as Residential Estate on the residential parcel and Open Space for the rest of the site.

The environmental impacts of this alternative are briefly discussed below, along with a comparison of impacts with the proposed project.

Environmental Analysis of Alternative

The No Project Alternative generally assumes that no new environmental impacts would occur on-site, since changes to existing conditions would not occur and no development would be permitted. The environmental effects that may be expected under the No Project Alternative are discussed by issue area below.

Land Use and Planning - The project site would remain in its largely vacant condition and would not be developed. The existing residence would remain in place. No Specific Plan, Tentative Tract Map or other City approval would be needed to accommodate this alternative. Under the No Project Alternative, no development would occur within the project site, which may impact adjacent land uses. This alternative would not implement the development anticipated on the site in the Fontana General Plan and thus, greater impacts on land use would occur under this alternative, than the proposed project.

Population and Housing – With no new housing units on the site, no increase in the resident population of the City would occur. The exiting home and approximately four residents would remain on-site. In addition, with no new commercial retail or office development, no employment opportunities would be generated. No changes to the City's existing population or housing stock would occur under this alternative, which is less than the anticipated impacts under the proposed project. At the same time, without the project, demand for housing in the area would have to be met by other projects. Goods, services, and employment for the surrounding area would also not be provided. Thus, less beneficial impacts would occur under this alternative than the proposed project.

Transportation and Circulation – Approximately 10 daily trips are generated by the existing residence. No new trips would be added to existing traffic volumes on the surrounding or nearby roadways and freeways, under this alternative. Existing traffic volumes would be maintained. The trip generation impact is less than that anticipated with the proposed project. However, improvements to planned roadways on and near the site (Duncan Canyon Road, Lytle Creek Road, and Citrus Avenue) would not occur, which could affect traffic flows in the area. This alternative would not implement the City's Circulation Master Plan. Thus, more adverse impacts would occur under this alternative, than the proposed project.

Air Quality – The project site is largely vacant and vehicular emissions and stationary emissions are limited to those generated by the existing residence and vehicle trips to and from the residence. The project site is also currently contributing to PM₁₀ and fugitive dust levels in the area due to its largely

undeveloped condition. During high winds, this would create nuisance impacts to homes currently being constructed south of the site and other nearby areas. This impact would continue under the No Project Alternative. Without development, grading and site preparation would not be necessary, thereby eliminating the associated construction emissions. This impact is less than what would occur under the proposed project.

Noise – The project site does not generate any noise except for intermittent vehicle trips to and from the existing residence on-site. This would continue under the No Project Alternative. No construction or vehicle noise impacts associated with future development that could occur on the project site as a result of the proposed project would occur under this alternative. This impact is less than what would occur under the proposed project.

Geology and Soils – No changes in topography would occur under this alternative, because no construction, grading, and excavation activities are proposed. No development would be exposed to the seismic and geologic hazards on the site. This impact is less than that anticipated under the proposed project.

Hydrology and Water Quality – No changes to existing drainage patterns would occur, and no improvements to on-site and off-site drainage are expected under this alternative. At the same time, no urban land uses would be introduced to the site, which may increase runoff volumes and generate pollutants entering the storm drain system. This impact is less than the impacts anticipated under the proposed project.

Biological Resources – Existing on-site vegetation would remain on the site and the site's use as a foraging, nesting and habitat area for migratory birds would continue under this alternative. No new vegetation would be introduced. This impact is less than what would occur under the proposed project.

Cultural Resources – The existing residence and associated structures on-site would remain in their current condition under this alternative. The foundations of the Perdew School would also remain in place. These historic resources would be preserved in place. In addition, no ground disturbance activities and no impacts to paleontological or archaeological resources would occur. However, the existing structures could deteriorate over time. Impacts under this alternative are less than what would occur under the proposed project.

Mineral Resources – No development would occur on the project site under this alternative. Thus, no demand for mineral resources needed for construction of buildings and infrastructure would occur. This impact is less than the impact anticipated from the proposed project.

Agricultural Resources - The site is not subject to agricultural use and is not designated as farmland. No impacts on agricultural resources would occur under this alternative, similar to the proposed project.

Public Services – The project site's demand for public services is limited to those generated by the existing residence and fire protection for brush fire hazards. The site also has limited demand for police services, school, park, library, and medical services. This would continue under the No Project Alternative. Impacts on public services would be less than what would occur under the proposed project.

Utilities – The project site's demand for utility services is limited to those generated by the existing residence. This would continue under the No Project Alternative. This impact is less than what would occur under the proposed project.

Hazards and Human Health – There is no hazardous materials use on the project site. No hazardous material users would be introduced to the project site under the No Project Alternative. This impact is less than what would occur under the proposed project.

Aesthetics – The project site is largely vacant, with non-native grasses/ ruderal vegetation. Views of the San Gabriel and San Bernardino Mountains are available on-site and from adjacent properties. The site would remain largely undeveloped under this alternative. No new structures or landscaping would be introduced on-site. The visual characteristics of the site would remain the same under the No Project Alternative. This impact is less than what would occur under the proposed project.

The analysis shows that the No Project Alternative would have less impact than the proposed *Ventana at Duncan Canyon Specific Plan* on most environmental issue areas due to the preservation of existing conditions.

9.3.2 Existing Land Use Designation

As a subset of the No Project Alternative, the Existing Land Use Designation Alternative assumes that future development on the project site would be subject to existing land use regulations applicable to the project site. The Existing Land Use Designation Alternative assumes that future development would take place on-site, as allowed under the City's General Plan Land Use Map and the Fontana Zoning and Development Code. Future development on the site would occur in accordance with the current Regional Mixed Use (RMU) designation of the site.

Based on RMU land use designation, the allowable development density and intensity on the site is a mix of residential and commercial/light industrial uses, with 35 percent of the site occupied by residential uses at a density of 12 to 24 units per acre and 65 percent of the site occupied by commercial and light industrial uses with a floor area ratio of 0.1 to 1.0. Residential future development that could occur on the project site is estimated at approximately 434 to 868 dwelling units on 36.16 acres (35% of the site) and approximately 292,512 to 2,925,119 square feet of commercial and light industrial uses on the remaining 67.15 acres. These developments can be constructed on the site under the existing land use and zoning designation.

Under this alternative, new development that may occur on the site may be at a lower or higher intensity/density than the proposed project. For worst case analysis, this alternative assumes that the project site is developed at the maximum allowable density and intensity with 868 dwelling units and 2,925,119 square feet of retail commercial and light industrial uses. Along with 26 more homes built on the site, commercial and light industrial uses would be over five times more than the non-residential development proposed under the *Ventana at Duncan Canyon Specific Plan*. Thus, it can be expected that this alternative would result in greater environmental impacts than the proposed *Ventana at Duncan Canyon Specific Plan*.

The environmental impacts of this alternative are briefly discussed below, along with a comparison of impacts with the proposed project.

Environmental Analysis of Alternative

The project site would be subject to future development activities under this alternative, to include 2,925,119 square feet of commercial and light industrial uses and 868 dwelling units. The environmental effects that may be expected under the Existing Land Use Designation Alternative are discussed by issue area below.

Land Use and Planning – Under this alternative, the project site would be developed with retail commercial, light industrial, and multi-family residential land uses. A General Plan Amendment or Specific Plan would not be needed because this alternative is consistent with the Fontana General Plan land use and zoning designations for the site. However, more intensive development would occur on site than what is currently proposed under the *Ventana at Duncan Canyon Specific Plan*. This alternative is consistent to what is anticipated under the Fontana General Plan. However, with more development on the site, greater impacts would occur under this alternative than under the project.

Population and Housing – With 868 new housing units on the project site, an increase in the resident population of the City by 3,463 persons (average 3.990 persons per household) would occur under this alternative. This is slightly higher than the estimated resident population of the project. Employment generation would also be greater with the greater floor area of retail commercial and light industrial development. This alternative would better meet the housing needs of the City, as well as its need for a larger employment base. Impacts would be more beneficial than what would occur under the proposed project.

Transportation and Circulation – With an increase of 2,350,619 square feet of retail commercial and light industrial land uses on the site and 26 more dwelling units, this alternative is expected to result in greater traffic impacts on area roadways. Area roadways would have to handle greater traffic volumes under this alternative. These traffic impacts are greater than what would occur under the proposed project.

Air Quality – The development of the retail commercial, light industrial, and multi-family residential land uses on the project site would result in construction, vehicular and stationary air pollutant emissions. These emissions would be greater than the proposed project since the Existing Land Use Designation Alternative would result in over five times the non-residential development and 26 more dwelling units on the site than the proposed project. Air quality impacts are expected to be greater than what would occur under the proposed project.

Noise – Noise generated from the land uses on-site would likely be greater under this alternative. This is because higher intensity development would occur on the site. Also, residential land uses would be located near retail commercial and light industrial development. Due to the greater floor area to be built, construction noise impacts would be greater. With the greater number of vehicle trips that would be generated under this alternative, vehicle noise impacts would also be greater. The noise impacts under this alternative would be greater than what would occur under the proposed project.

Geology and Soils – Future development on the site would lead to ground disturbance activities and exposure of individuals on the site to geologic and seismic hazards. No significant changes in topography would occur under this alternative, as associated with grading and excavation activities for future development. The extent of grading and excavation would be the same because the same project site would be developed. Development under this alternative would be exposed to the same geologic hazards as the proposed project. This impact is similar to what would occur under the proposed project.

Hydrology and Water Quality – With future development of the project site, changes to existing drainage patterns would occur, as runoff would be directed into the storm drain system serving the site. The introduction of impervious surfaces would result in increased runoff volumes and rates from the site. With more commercial and light industrial uses built on the site, more sources of stormwater pollutants would be generated. Impacts are expected to be greater than what would occur under the proposed project.

Biological Resources – Existing vegetation on the site would be removed as part of future grading and excavation activities. Future development on the site would include new vegetation to be introduced in the form of landscaping materials for individual development sites. The development of the site with retail commercial, light industrial, and multi-family residential land uses would have the same impacts on biological resources as the proposed project since the same 103.31 acres of existing vegetation would be disturbed. Impacts would be similar to what would occur under the proposed project.

Cultural Resources – The development of the site under this alternative would lead to ground disturbance similar to the proposed project. Since no rehabilitation efforts are proposed for the existing residence, impacts to the historical farmhouse property and related structures on the site under this alternative would be greater than what would occur under the proposed project.

Mineral Resources – Future development that would occur on the project site under this alternative would require mineral resources in the form of construction aggregates for building construction. This demand for mineral resources would be greater, due to increase in the floor area of development under this alternative. Greater impacts are anticipated than those from the proposed project.

Agricultural Resources – New retail commercial, light industrial, and residential developments would occur on the project site under this alternative. Since the site is not subject to agricultural use and there are no nearby agricultural uses, no impacts on agricultural resources would occur under this alternative, similar to the proposed project.

Public Services – The demand for public services under this alternative would include school services for the 868 dwelling units, which could generate 0.96 student per unit or 833 students. This is 24 more students than the 809 students anticipated with the proposed project. Similarly, demand for library services would be generated by on-site residents. An increase in demand for fire and police protection services is also expected under this alternative due to a larger on-site population. Due to the greater floor area of retail commercial and light industrial land uses under this alternative, it is expected that demand for fire and police protection services would also be greater. The Existing Land Use Designation Alternative would have impacts on public services that would be greater than what would occur under the proposed project.

Utilities and Service Systems – With more housing units and the substantial increase in retail commercial and light industrial floor area anticipated under this alternative, it is expected that a greater demand for utility services would occur. Connections to existing infrastructure systems would be needed and utility line extensions and new facilities would be constructed within the project site, similar to the project. Impacts on utilities would be greater than what would occur under the proposed project.

Hazards and Human Health – The development of light industrial uses on the site, as anticipated under this alternative, could include hazardous material users and generators. Compliance with existing regulations would not create significant impacts to public health and safety. However, the potential for hazardous material spills and accidents would be greater and impacts greater than what is anticipated under the proposed project.

Aesthetics – Developments on the site, as anticipated under this alternative, would reflect the development anticipated under the City of Fontana Land Use Policy Map. More intensive developments on the site would lead to greater obstruction of views of the mountains to the north. New sources of light and glare would be created. With more non-residential development under this alternative, exterior

lighting for parking lots would be greater. This alternative would have greater impacts than that expected under the proposed project.

The analysis shows that the Existing Land Use Designation Alternative would have the same impacts as the proposed project on geology, biological resources, and agricultural resources. This alternative would have greater impacts than the proposed project as they relate to land use, transportation, air quality, noise, hydrology, cultural resources, mineral resources, public services, aesthetics, utilities, and hazards and human health, due to the greater number of residential housing units, the construction of light industrial uses, and the greater floor area of non-residential development that would occur on the project site. More beneficial impacts on population and housing would occur under this alternative.

9.3.3 Residence Preservation Alternative

This alternative would allow for the retention of the existing residence and associated structures on western central section of the project site. The Taylor House, constructed in 1918, is considered a cultural/historical resource. This alternative will forgo the rehabilitation of the residence for reuse as a restaurant/winery and preserve the existing structures in Planning Area 9. All other planning areas would be developed as proposed under the *Ventana at Duncan Canyon Specific Plan*.

Similar to the proposed project, the Residence Preservation Alternative would lead to 842 residential units on the site. However, retail commercial and office uses on-site would be reduced to a total of 568,500 square feet of floor area (a reduction of 6,000 square feet). This alternative would be largely similar to the proposed project, but would primarily avoid adverse impacts to the existing residence and the historic Lytle Creek Winery.

The environmental impacts of this alternative are briefly discussed below, along with a comparison of impacts with the proposed project.

Environmental Analysis of Alternative

The retention of the existing residence and associated structures would lead to a decrease in retail commercial development on the project site. The environmental effects that may be expected under the Retain Existing Farmhouse Alternative are discussed below.

Land Use and Planning – Under this alternative, the existing single-family residence and associated structures would remain on-site and in their current condition. The retention of the residence would result in less retail commercial and office square footage developed on-site than the proposed project. Similar to the proposed project, a Specific Plan would be adopted to accommodate this alternative. This alternative could create adjacency conflicts between proposed retail commercial uses and the single-family residential land use. Thus, greater impacts on land use would occur under this alternative, than the proposed project.

Population and Housing – With less retail commercial and office floor area, less employment generation would occur under this alternative than the proposed project. The same number of multi-family units would be developed on-site (842) as the proposed project which would generate equal City population (3,360 residents) and housing stock. Adding the residents of the existing house would bring a total to 3,364 residents on-site at buildout. However, approximately 12 less jobs would be generated by the preservation of the existing residence. Thus, less beneficial impacts would occur under this alternative than the proposed project.

Transportation and Circulation – With less retail commercial development on the site, trip generation from the project site would be less than the proposed project. Fewer vehicles from the site would be contributing to traffic congestion on area roadways and the I-15 Freeway. This alternative would result in approximately 153 less vehicle trips daily than the proposed project. Thus, traffic impacts under this alternative would be less than what would occur under the proposed project.

Air Quality – The future development of retail commercial, office and multi-family residential uses under this alternative would result in air pollutant emissions associated with construction, vehicle use and power generation. With slightly less retail commercial development, emissions associated with construction and vehicle trips would be less under this alternative than the proposed project. Less impact on air quality would occur under this alternative than the proposed project.

Noise – Vehicle noise generated from the retail commercial, office, and residential uses would likely be slightly less under this alternative than that of the proposed project due to the 6,000-square-foot decrease in retail commercial floor area on the site. With no rehabilitation in Planning Area 9, less construction noise would also occur under this alternative. Less noise impacts would occur under this alternative than the proposed project.

Geology and Soils – No significant changes in topography would occur under this alternative, as associated with grading and excavation activities for future development. The extent of grading and excavation would be similar because the majority of project site would still be developed. Future development under this alternative would be exposed to the same geologic hazards as the proposed project. This impact is similar to what would occur under the proposed project.

Hydrology and Water Quality – Changes to existing drainage patterns would occur as runoff from streets is directed into the on-site drainage channels and off-site drainage facilities. The development of less retail commercial uses would result in a lower potential for urban pollutants which would impact stormwater quality. Additionally, retaining the existing farmhouse property would allow for increased stormwater ground percolation than the proposed project due to less impervious surfaces. This impact is less than what would occur under the proposed project.

Biological Resources – This alternative would have similar impacts associated with the removal of non-native grassland on the site because the majority of project site would still be developed. Existing vegetation on a majority of the site would be removed as part of future grading and excavation activities and future development would require that new vegetation be introduced in the form of landscaping materials for individual development sites. However, existing trees at the residential parcel would be preserved. This impact is less than what would occur under the proposed project.

Cultural Resources – This alternative would preserve the historical residence and accessory structures and prevent impacts on this important historical resource. Thus, impacts on the Taylor House and former Lytle Creek Winery would be avoided and less impact would occur than otherwise expected with the proposed project.

Mineral Resources – New development that would occur on the project site under this alternative would require mineral resources in the form of construction aggregates for building construction. With less retail commercial floor area built on site, impacts on mineral resources would be less than the impacts anticipated from the proposed project.

Agricultural Resources – Under this alternative, the existing vacant areas on the site would no longer be available for agricultural use. While the existing farmhouse and associated structures would remain, no agricultural use is currently conducted on the property. Since the site is not subject to agricultural use and there are no nearby agricultural uses, no impacts on agricultural resources would occur under this alternative, similar to the proposed project.

Public Services – This alternative would develop the site with slightly less retail commercial floor area due to the retention of the existing residence and accessory structures. This would lead to a decrease in demand for recreation, police, and fire protection services. Impacts on school services and libraries would be slightly more due to the retention of the existing residence. The impacts of this alternative would be less than what would occur under the proposed project.

Utilities and Service Systems – With less retail commercial floor area, this alternative is expected to have a lower demand for utility services than the proposed project. Connections to existing infrastructure systems would be needed and utility lines and facilities would be constructed within the project site, similar to the proposed project. However, overall utility demands would be less than what would occur under the proposed project.

Hazards and Human Health – Similar to the proposed project, the retail commercial and office development under this alternative could include hazardous material users, but compliance with existing regulations would not create significant impacts to public health and safety. Hazardous materials (asbestos-containing materials and lead based paint) within the existing structures and the present of older structural, electrical and mechanical systems, as well as non-compliance with current building codes, would remain, leading to continued exposure of resident to these hazards. Impacts associated with hazards and human health would be greater than those anticipated under the proposed project.

Aesthetics – This alternative would lead to the change in the visual quality of largely vacant land to urban development. With retention of the existing residence and accessory structures, no major change a decrease in the number of structures that would be built on the site is expected over the reuse proposed under the project. Views of the San Gabriel Mountains to the north may be blocked but these views would be available from other areas on the site, similar to the proposed project. The change in visual quality due to preservation of the existing residence or reuse of the residence would be largely similar. Impacts would be the same under this alternative than the proposed project.

The analysis shows that the Residence Preservation Alternative would have less impact than the proposed project on the following environmental issues: transportation, air, noise, biological resources, cultural resources, hydrology, mineral resources, utilities, and public services. The alternative would have the same impacts as the proposed project as they relate to geology, agricultural resources, and aesthetics. The alternative would have greater impacts or less beneficial impacts in terms of land use, population and housing, and hazards and human health.

9.3.4 Lower Intensity Alternative

This alternative would allow a lower intensity of retail commercial, office, and residential development than the proposed project. This alternative is being considered to reduce the level of impacts on traffic, air quality, noise, public service demand, and utilities demand from future development under the proposed project. To reduce air quality impacts to below SCAQMD thresholds, the project would have to be scaled down to 297 condominium units only or to 20,000 square feet of retail commercial uses only. Since the 103.31-acre site would accommodate more than either development under the City's allowable development density/intensity, a substantial reduction in

the development potential of the site would effectively reduce the economic value of the site. Cutting up the site into smaller parcels to come below the SCAQMD thresholds would defeat the purpose of comprehensive planning and development of a livable community. The project has also been separated into planning areas to better reflect the phasing of development, but SCAQMD thresholds would still be exceeded in each planning area.

The development on only 297 condominium units or 20,000 square feet of retail commercial uses would not be compatible and consistent with planned urban land uses in the North Fontana area and under the Regional Mixed Use designation, where a mix of commercial, light industrial and residential land uses are allowed. Additionally, the lower intensity development would make development of the site financially infeasible and inconsistent with the objectives of the Fontana General Plan. Thus, a slightly reduced development is proposed under this alternative, featuring 400,000 square feet of retail commercial and office uses and 500 single-family detached housing units.

While this slightly reduced development may make this alternative more financially feasible, the intensity of development would not reduce potential air quality impacts of the project to levels below SCAQMD thresholds for pollutant emissions.

The environmental impacts of this alternative are briefly discussed below, along with a comparison of impacts with the proposed project.

Environmental Analysis of Alternative

The decrease in retail commercial and office floor area and residential units that would be developed on the project site under this alternative would lead to a decrease in potential demand-driven environmental impacts. The environmental effects that may be expected under the Lower Density Alternative are discussed below.

Land Use and Planning – Under this alternative, a lower intensity of retail commercial, office, and residential development would be developed on the project site. Future development on the site would be limited to 500 dwelling units and 400,000 square feet of commercial and office uses. Similar to the proposed project, a Specific Plan would be adopted to accommodate this alternative. This alternative would have less impact on land use than the proposed project.

Population and Housing – With less retail commercial, office, and residential development on the site, less employment generation and less increase in resident population would occur under this alternative than the proposed project. The 500 dwelling units under this alternative would generate fewer residents (1,995 residents) on-site. Assuming an even split between retail and office uses, approximately 1,200 jobs would be generated under this alternative. Less commercial development would mean fewer employment opportunities for residents of the City and the surrounding communities. Thus, less beneficial impacts would occur under this alternative than the proposed project.

Transportation and Circulation – With less intensive retail commercial, office and residential development on the site, trip generation from the site would be less than the proposed project. Fewer vehicles would be generated by this alternative, contributing less to traffic congestion on area roadways and the I-15 Freeway. This alternative would still include construction of the proposed roadway system for the area. Thus, traffic impacts under this alternative would be less than what would occur under the proposed project.

Air Quality – Future development of retail commercial, office and residential uses under this alternative would result in air pollutant emissions associated with construction, vehicle use and power generation.

However, with less intensive development, emissions associated with construction, vehicle trips and stationary emissions would be less under this alternative than the proposed project. Thus, air quality impacts under this alternative would be less than what would occur under the proposed project.

Noise – Vehicle noise generated from the retail commercial, office, and residential uses would likely be less under this alternative than those of the proposed project due to the decrease in the amount of floor area and dwelling units built on the site. The noise impacts under this alternative would be less than what would occur under the proposed project.

Geology and Soils – No significant changes in topography would occur under this alternative, as associated with grading and excavation activities for future development. The extent of grading and excavation would be the same because the entire project site would still be developed. Future development under this alternative would be exposed to the same geologic hazards as the proposed project. This impact is similar to what would occur under the proposed project.

Hydrology and Water Quality – Changes to existing drainage patterns would occur as runoff from streets is directed into the on-site drainage channels and off-site drainage facilities. The development of less intensive retail commercial, office and residential uses would result in a lower potential for urban pollutants which would impact stormwater quality. This impact is less than what would occur under the proposed project.

Biological Resources – The development of the site with a lower intensity of retail commercial, office and residential developments would have the same impacts on biological resources as the proposed project because the entire project site would still be developed. Existing vegetation on the site would be removed as part of future grading and excavation activities. Future development would require that new vegetation be introduced in the form of landscaping materials for individual development sites. This impact is similar to what would occur under the proposed project.

Cultural Resources – This alternative would lead to ground disturbance similar to the proposed project. Additionally, as the proposed project, this alternative would include rehabilitation and reuse of the historic residence and associated structures on-site. Thus, impacts to potential cultural resources and the historic resources on the site under this alternative would be similar to what would occur under the proposed project.

Mineral Resources – New development that would occur on the project site under this alternative would require mineral resources in the form of construction aggregates for building construction. This demand for mineral resources would be incremental as future development occurs. With less intensive development proposed under this alternative, impacts on mineral resources would be less than the impacts anticipated from the proposed project.

Agricultural Resources – New retail commercial, office, and residential development would occur on the project site under this alternative. The existing vacant land on the site would no longer be available for agricultural use. Since the site is not subject to agricultural use and there are no nearby agricultural uses, no impacts on agricultural resources would occur under this alternative, similar to the proposed project.

Public Services – The Lower Intensity Alternative would develop the site with less intensive retail commercial, office, and residential developments on the site. This would lead to a decrease in demand for schools, library, parks, police, and fire protection services. Approximately 480 students would require school services, less than the proposed project. In addition, demands for parks, library, and medical

services would also be less. These impacts would be less than what would occur under the proposed project.

Utilities and Service Systems – With less intensive development, this alternative is expected to have a lower demand for utility services than the proposed project. Demands for water, sewage treatment, storm drainage, solid waste disposal, power and gas, telephone and cable services would be less. Utility line extensions and connections to existing infrastructure systems would still be needed, similar to the proposed project. However, impacts on utility services would be less than what would occur under the proposed project.

Hazards and Human Health – Similar to the proposed project, future retail commercial development under this alternative could include hazardous material users, but compliance with existing regulations would not create significant impacts to public health and safety. With less intensive retail commercial and office development, less potential for hazardous material users to be developed on the site would occur and less impacts associated with hazards and human health would be expected than those anticipated under the proposed project.

Aesthetics – The proposed developments under this alternative would lead to the change in the visual quality of vacant land to urban development. With less intensive land uses, a decrease in the number of structures or in the size of structure that would be built on the site is expected. A lower overall intensity of development would be found throughout the site under this alternative. Views of the San Gabriel Mountains to the north may be blocked in some areas, although these views would be available from more areas due to the greater amount of open areas on the site. Therefore, less impacts are expected under this alternative than the proposed project.

The analysis shows that the Lower Density Alternative would have less impact than the proposed project on the majority of the environmental issues: land use, transportation, air quality, noise, hydrology, mineral resources, utilities, public services, hazards and human health, and aesthetics. The alternative would have the same impacts as the proposed project as they relate to, geology, biological resources, cultural resources, and agricultural resources. The alternative would have less beneficial impacts in terms of population and housing.

9.3.5 Alternative Site

Where consideration of alternate sites is warranted for a proposed project, CEQA requires that the analysis first consider if any of the significant effects of the project would be avoided or substantially lessened if the project was located at another site. Only the locations that avoid or substantially lessen significant effects need to be considered. If no alternative sites are feasible, reasons for this conclusion must be included in the EIR. The EIR need not discuss sites which are infeasible, remote, or speculative.

There are large areas of vacant land in the northern section of the City, which may serve as alternative sites to the project. Sites in the northern portion of the City can accommodate approximately 103 acres of residential and retail commercial developments, similar to the proposed project. However, many of these sites are already proposed for development under various specific plans and tentative tracts. The northwestern area of the City, west of the I-15 Freeway, features hillside areas designated for open space uses. Vacant areas are limited to the 435 acres proposed for development under Annexation 169. Vacant areas east of the I-15 Freeway and north of SR-210 (within the designated “Growth Areas” of the Fontana General Plan) are mostly part of adopted Specific Plans or are also proposed for development, as listed in Table 6-1, *Related Projects in Fontana*. The remaining unplanned vacant sites are southwest and northeast of the site. The southwest area is less than 103 acres but the vacant areas to the northeast cover more than 103 acres. Thus, implementation of the *Ventana at Duncan*

Canyon Specific Plan on an alternative site considers the same 842 condominium units and 574,500 square feet of retail commercial and office uses on approximately 103 acres west of Sierra Avenue, east of Citrus Avenue, and just south of the I-15 Freeway.

The analysis of the environmental impacts of this alternative, as discussed below, is provided for discussion purposes only since the developer does not own this site.

Environmental Analysis of Alternative

The development of the same retail commercial, office, and residential land uses at an alternative site would transfer impacts to another site while not necessarily preventing the future development of the project site, unless it is designated and preserved as open space. The environmental effects that may be expected under the Alternative Site are discussed below.

Land Use and Planning – Similar to the proposed project site, the majority of the alternative site is designated for RMU development; however, two parcels located adjacent to Sierra Avenue are zoned as General Commercial (C-1) and would require a Zone Change to accommodate the same mix of retail commercial, office, and residential land uses proposed as part of the project. A specific plan would still be adopted under this alternative. Proposed retail commercial and office land uses would be located near residential uses and would also require compliance with land use compatibility standards of the City. The land use impacts are expected to be the same as the impacts of the proposed project.

Population and Housing – With the same retail commercial, office and residential development on the alternative site as the proposed project, the same employment generation (2,023 jobs), increase in City population (3,360 residents), and housing stock growth would occur under this alternative. Impacts are expected to be the same as the proposed project.

Transportation and Circulation – The trip generation of future retail commercial, office, and residential developments would be the same on the alternative site as the project site. However, development on the alternative site would impact a different set of roadways and intersections. Depending on the existing traffic volumes at the roadways and intersections near the alternative sites, different traffic and roadway improvements would be needed under this alternative. These impacts would be similar than those anticipated under the proposed project.

Air Quality - The pollutant emissions associated with future development on the alternative site would be the same as those of the proposed project. Sensitive receptors (such as a residential development) which are located near the alternate site may be subject to adverse air quality impacts associated with construction emissions. However, impacts are expected to be the same as the impacts of the proposed project.

Noise – The noise impacts associated with future development on the alternative site would be similar to what may be expected under the proposed project. With adjacent lands largely vacant, impacts associated with construction noise would be the same. With a different set of roadways and traffic distribution, project-related vehicle noise impacts would have a different effect. Land uses proposed along the I-15 Freeway would also be exposed to excessive noise levels, similar to the project. Impacts would be largely similar to the proposed project.

Geology and Soils – The topography at the alternative site is relatively flat and the same grading and excavation activities would be needed to develop the area. On-site geologic conditions may be different

since this area is located nearer the San Jacinto Fault and the Cucamonga Fault (which is located just west of the I-15 Freeway). Thus, employees, residents and visitors on the alternative site may be exposed to increased seismic hazards. Additionally, there is an area identified as having high liquefaction susceptibility at the northern end of the alternative site. This impact is greater than the impact of the proposed project.

Hydrology and Water Quality – Changes to existing drainage patterns would occur as the alternative site is developed and runoff from the alternative site is directed into off-site drainage facilities. There are no existing storm drain facilities to serve the alternative site. Thus, storm drain infrastructure would need to be constructed to serve development at the alternative site. The development of the same retail commercial, office and residential developments would result in the same potential for urban pollutants which would impact stormwater quality. The majority of the alternative site is located within a 100-year flood area identified by the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM). However, this hazard has been eliminated by levees along Lytle Creek. Thus, impacts would be the same than what would occur under the proposed project.

Biological Resources – Similar to the proposed project, existing vegetation on the alternative site would be removed as part of grading and excavation activities. New vegetation would be introduced in the form of landscaping materials for individual development sites. This alternative site, along with the project site, is located within the critical habitat for the San Bernardino Kangaroo Rat, California Gnatcatcher, and Raptors, similar to the project site. However, a portion of the alternative site contains Riversidean Alluvial Fan Sage Scrub (RAFSS). RAFSS plant communities/habitats are considered a sensitive biological resource. Thus, impacts of future development on the alternative site are expected to be greater than those expected from the proposed project.

Cultural Resources – Development of the alternative site would lead to ground disturbance similar to the proposed project. The northern Fontana area was the site for the Grapeland community and the Grapeland Irrigation District. Several cultural sites have been found in this area as part of adjacent developments. Due to the site-specific nature of cultural resources, it is not known if significant cultural resources are present on the alternative site. There is a residence at this alternative site, which may be historically significant as well. Thus, impacts to cultural resources on the alternative site would be the same to what would occur under the proposed project.

Mineral Resources – New development that would occur on the project site under this alternative would require mineral resources in the form of construction aggregates for building construction. This demand for mineral resources would be incremental as future development occurs. With the same density/intensity retail commercial, office, and residential use development, impacts on mineral resources would be similar to the impacts anticipated from the proposed project.

Agricultural Resources – As the proposed project, new retail commercial, office, and residential development would occur on the alternative site. The existing vacant land on the site would no longer be available for agricultural use. No agricultural use is currently conducted in the area. Since the alternative site is not subject to agricultural use and there are no nearby agricultural uses, no impacts on agricultural resources would occur under this alternative, similar to the proposed project.

Public Services – The demand for public services on the alternative site would be similar to that expected under the proposed project, since the development types and intensities would not change. Locating the project at an alternate site would still create the same demand for police and fire services, school and

library services, parks and recreation, and other public service providers in the City. Impacts under this alternative are expected to be the same as the impacts of the proposed project.

Utilities and Service Systems – With the same retail commercial, office, and residential development, this alternative is expected to have the same demand for utility services as the proposed project. Connections to existing infrastructure systems would be needed and utility lines and facilities would be constructed within the project site, similar to the proposed project. Impacts are expected to be the same as the impacts of the proposed project.

Hazards and Human Health – Similar to the proposed project, the retail commercial and office development under this alternative could include hazardous material users, but compliance with existing regulations would not create significant impacts to public health and safety. With the same density/intensity of retail commercial, office, and residential development, the same potential for hazardous material users to be developed on the site would occur. Similar impacts associated with hazards and human health are expected as those anticipated under the proposed project.

Aesthetics – Developments on the alternative site, as anticipated under this alternative, would reflect the development anticipated under the City of Fontana Land Use Policy Map. The locations of structures on the site may change over what is proposed under the *Ventana at Duncan Canyon Specific Plan*; however, views of the mountains to the north would still be available on public roadways and open areas. New sources of light and glare would also be created, similar to the project. This alternative would have similar impacts as the proposed project.

The alternative site offers different advantages in terms of avoiding or reducing the potential environmental impacts of the proposed project on site-specific resources. The alternative site also brings in its own site-specific characteristics and constraints that would affect the proposed development. The analysis shows that the Alternative Site would have the greater impacts than the proposed project as they relate to geology and biological resources. All other impacts would remain similar to the proposed project. This alternative would not reduce the impacts of the project on air quality, traffic, public services, utilities, noise, and other issues. Impacts on air quality would also remain significant even after mitigation, similar to the proposed project.

9.4 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

Table 9-1, *Comparison of Alternatives*, summarizes the potential environmental impacts by issue area, as associated with the different alternatives and as compared with the potential impacts of the proposed project. CEQA requires that the EIR identify the environmentally superior alternative among all of the alternatives considered, including the proposed project. If the No Project Alternative is selected as environmentally superior, then the EIR shall also identify an environmentally superior alternative among the other alternatives.

The environmental analysis of alternatives above indicates that, through a comparison of potential impacts from each of the alternatives and the proposed project, the No Project Alternative could be considered superior because no new environmental impacts would be introduced to the area and the project site. However, the existing conditions at the site are not superior to the proposed project. The site is a source of fugitive dust during Santa Ana winds. Also, retaining the site in its vacant condition would not promote development of the site, as planned under the Fontana General Plan Land Use Map. The proposed improvements on adjacent roadways would also not occur under this alternative, resulting in the permanent underdeveloped conditions of the area. This could lead to future traffic congestion on Duncan Canyon, Citrus Avenue, Lytle Creek Road and would not be consistent with the City's Circulation Master Plan. Preservation of the existing structures would protect these historical structures, while at the same time, retain any existing asbestos-containing materials and lead-based paint in these structures, leading to

continued exposure by existing residents to these hazards. This alternative would also not meet any of the project objectives for the development of a mixed use community on the site.

Aside from the No Project Alternative, the Lower Intensity Alternative would also be considered environmentally superior. The Lower Intensity Alternative would result in less retail commercial, office and residential developments on the site. The Lower Density Alternative would result in less impact than the proposed project on the majority of the environmental issues: land use, transportation, air quality, noise, hydrology, mineral resources, utilities, public services, hazards and human health, and aesthetics. The alternative would have the same impacts as the proposed project as they relate to, geology, biological resources, cultural resources, and agricultural resources. The alternative would have less beneficial impacts in terms of population and housing. Thus, the environmental impacts of this alternative would generally be less than the impacts associated with the proposed project and other alternatives. Aside from the No Project Alternative, it is also considered an environmentally superior alternative.

However, this alternative would result in impacts similar to the proposed project and would still not reduce potential air quality impacts to below a level of insignificance. Thus, it does not offer any specific environmental benefit over the proposed Specific Plan.

TABLE 9-1
COMPARISON OF ALTERNATIVES

Proposed Project	No Project	Existing Land Use Designation	Residence Preservation Alternative	Lower Intensity	Alternative Site
Land Use and Planning 842 dwelling units, 211,570 square feet of retail commercial uses and 362,930 square feet of office uses; GPA, right-of-way vacation, SP and TTM approval needed	No new development; not consistent with General Plan (greater impact)	2,925,119 square feet of retail commercial and light industrial uses, and 868 housing units (greater impact)	Retail commercial development adjacent to single-family, 6,000 square feet less of retail commercial and office development (greater impact)	400,000 square feet of retail commercial and office uses and 500 housing units (less impact)	842 dwelling units, 211,570 square feet of retail commercial uses and 362,930 square feet of office uses on alternative site (same impact)
Population and Housing 842 housing units with 3,360 residents and 2,023 jobs created	No new housing; no residents; no jobs created (less beneficial impact)	868 new housing units; 3,471 residents and 11,700 jobs created (more beneficial impact)	842 housing units with 3,360 residents; fewer jobs created (less beneficial impact)	500 new housing units; 2,000 residents and fewer jobs created (less beneficial impact)	Same number of jobs, residents and housing stock within the City (same impact)
Transportation and Circulation 17,078 new vehicle trips; increase in traffic volumes on area streets	No new vehicle trips; no change in traffic volumes; no roadway improvements (greater impact)	More vehicle trips; greater roadway traffic volumes (greater impact)	Less vehicle trips; less roadway traffic volumes (less impact)	Less vehicle trips; less roadway traffic volumes (less impact)	Traffic volumes would occur similar to the proposed project; alternate roadways would be affected (same impact)
Air Quality Construction, vehicle, and stationary emissions from retail commercial, office and residential development	Fugitive dust nuisance, no construction emissions; no vehicle and stationary emissions (less impact)	More construction, vehicle, and stationary emissions due to increased development (greater impact)	Less construction, vehicle, and stationary emissions (less impact)	Less construction, vehicle, and stationary emissions from new development (less impact)	Construction, vehicle, and stationary emissions from new development (same impact)
Noise Construction, vehicle,	No construction noise;	More construction,	Less construction, vehicle,	Less construction,	Construction, vehicle, and

TABLE 9-1
COMPARISON OF ALTERNATIVES

Proposed Project	No Project	Existing Land Use Designation	Residence Preservation Alternative	Lower Intensity	Alternative Site
and stationary noise impacts from new development	no vehicle and stationary noise (less impact)	vehicle, and stationary noise due to increased development (greater impact)	and stationary noise impacts (less impact)	vehicle, and stationary noise from new development (less impact)	stationary noise from new development (same impact)
Geology and Soils Soil disturbance due to grading activities	No grading activities; no changes in the topography (less impact)	Soil disturbance due to grading activities (same impact)	Soil disturbance due to grading activities (same impact)	Soil disturbance due to grading activities (same impact)	Soil disturbance due to grading activities; presence of earthquake fault and high liquefaction susceptibility on alternative site (greater impact)
Hydrology and Water Quality Changes in the existing drainage pattern; construction of storm drain lines, creation of urban pollutants	Maintain existing natural drainage patterns, no construction of storm drains, no urban pollutants (less impact)	Changes in the existing drainage pattern; construction of storm drain lines, more sources of urban pollutants (greater impact)	Construction of storm drain lines; fewer sources of urban pollutants; less paving (less impact)	Changes in the existing drainage pattern; construction of storm drain lines, fewer sources of urban pollutants (less impact)	Changes in the existing drainage pattern; construction of storm drain lines; creation of urban pollutants; site within 100-year flood zone (greater impact)
Biological Resources Existing vegetation would be removed and landscaping materials introduced	No change in existing vegetation; burrowing owl and raptor foraging area preserved (less impact)	Existing vegetation would be removed and landscaping materials introduced (same impact)	Vegetation on residential parcel would be preserved (less impact)	Existing vegetation would be removed and landscaping materials introduced (same impact)	Existing vegetation would be removed and landscaping materials introduced; removal of Riversidean alluvial fan sage scrub (greater impact)
Cultural Resources Redevelopment of historic farmhouse property at the site	No ground disturbance would occur; retain existing residence (less impact)	Redevelopment of historic residence (greater impact)	Retain historical residence and winery in existing condition (less impact)	Rehabilitation and reuse of historic residence (same impact)	Existing house on alternative site may be historical (same impact)

TABLE 9-1
COMPARISON OF ALTERNATIVES

Proposed Project	No Project	Existing Land Use Designation	Residence Preservation Alternative	Lower Intensity	Alternative Site
Mineral Resources Mineral resources needed for construction; access to on-site resources lost	No demand for mineral resources (less impact)	Increase in development would lead to greater demand for mineral resources (greater impact)	Decrease in demand for mineral resources during construction (less impact)	Decrease in demand for mineral resources during construction (less impact)	Demand for mineral resources during construction (same impact)
Agricultural Resources No agricultural uses on-site or near the site	No impact on agricultural resources (same impact)	No agricultural uses on-site or near the site (same impact)	No agricultural uses on-site or near the site (same impact)	No agricultural uses on-site or near the site (same impact)	No agricultural uses on-site or near the site (same impact)
Public Services New development would require police, fire, school, library and other public services	No change in existing demand for public services (less impact)	Demand for school and library services; increase in demand for fire and police protection services due to increase in development (greater impact)	Decrease in demand for parks, fire and police protection services due to decrease in floor area (less impact)	Decrease in demand for school, library; parks, fire and police protection services due to decrease in development (less impact)	New development would require school, police, fire, and other public services (same impact)
Utilities Utility services and connections needed to serve new development	No change in existing demand for utility services (less impact)	Increase in retail commercial and light industrial floor area and dwelling units would have greater demand for utility services (greater impact)	Decrease in retail commercial floor area and office would have less demand for utility services (less impact)	Decrease in retail commercial floor area and dwelling units would have less demand for utility services (less impact)	Utility services and connections needed to serve new development (same impact)
Hazards and Hazardous Materials Hazardous material users associated with retail commercial developments	No hazardous material use would occur (less impact)	Light industrial land uses with increased potential for hazardous materials use on the site (greater impact)	Hazardous materials use from commercial uses; hazardous material exposure at existing structures would remain (greater impact)	Lower potential for hazardous materials use on the site (less impact)	Same potential for hazardous material users to be developed on the site (same impact)

TABLE 9-1
COMPARISON OF ALTERNATIVES

Proposed Project	No Project	Existing Land Use Designation	Residence Preservation Alternative	Lower Intensity	Alternative Site
Aesthetics Visual change from vacant land to residential and retail commercial developments, new sources of light and glare	No changes to visual characteristics of the site; no new sources of light and glare (less impact)	More intensive development; new sources of light and glare (greater impact)	Visual change from vacant land to urban development; new sources of light and glare (same impact)	Lower development intensity; fewer sources of light and glare (less impact)	Visual change from vacant land to residential and retail commercial development; new sources of light and glare (same impact)

SECTION 10.0: MITIGATION MONITORING PROGRAM

The analysis in Section 4.0, *Environmental Impact Analysis*, of this EIR indicates that potentially significant adverse environmental impacts may occur with the proposed *Ventana at Duncan Canyon Specific Plan*. Future development under the proposed Specific Plan would need to comply with a number of standard conditions that are routinely imposed by the City and other regulatory agencies. In addition, a number of mitigation measures are recommended for the identified significant adverse impacts in terms of the different environmental issue areas under consideration. The mitigation measures for the project would be adopted by the City of Fontana, in conjunction with the certification of the Final EIR for the project.

Section 21081.6 of the Public Resources Code requires a public agency to adopt a monitoring and reporting program for assessing and ensuring the implementation of required mitigation measures applied to proposed developments. Specific reporting and/or monitoring requirements that will be enforced during project implementation shall be adopted coincidental to final approval of the project by the responsible decision maker(s). In addition, pursuant to Section 21081(a) of the Public Resources Code, findings must be adopted by the decision-maker regarding the adoption of the monitoring program, coincidental to certification of the EIR.

In accordance with Public Resources Code (PRC) Section 21081.6, this Mitigation Monitoring and Reporting Program (MMRP) has been developed for the proposed *Ventana at Duncan Canyon Specific Plan*. The purpose of the MMRP is to ensure that the future development allowed under the Specific Plan complies with all applicable environmental mitigation and permit requirements. The MMRP for the proposed *Ventana at Duncan Canyon Specific Plan* designates the developer as responsible for the implementation of mitigation measures and the City of Fontana as responsible for verification for mitigation compliance, review of all monitoring reports, enforcement actions, and document disposition.

This mitigation monitoring program shall be considered by the City of Fontana, prior to completion of the environmental review process, to enable the Fontana City Council to make an appropriate decision to the proposed project. In addition, the following language shall be incorporated as part of the Council's findings of fact, and in compliance with requirements of the Public Resources Code.

In accordance with the requirements of Section 21081(a) and 21081.6 of the Public Resources Code, the City of Fontana makes the following additional findings:

- *That a mitigation monitoring and reporting program shall be implemented for future developments on the project site, as specified in the EIR for the Ventana at Duncan Canyon Specific Plan;*
- *That through covenant and agreement, prior to the recordation of the final map, certificate of occupancy, and/or building permit for future developments under the Ventana at Duncan Canyon Specific Plan, the City of Fontana shall identify an appropriate licensed professional to provide certification that compliance with the required mitigation measures has been effected;*
- *Site plans and/or building plans, submitted for approval by the responsible monitoring agency, shall include required mitigation measures/conditions; and*
- *That an accountable enforcement agency and monitoring agency shall be identified for mitigation measures/conditions adopted as part of the decision-maker's final determination.*

10.1 STANDARD CONDITIONS

Table 10-1, *Standard Conditions*, lists the standard conditions which will be implemented as part of future developments that would be constructed on the project site, as allowed under the proposed *Ventana at Duncan Canyon Specific Plan*. While the City of Fontana and other regulatory agencies have other standard conditions, the ones identified in the table below are limited to those which were found to help prevent or reduce potential adverse impacts associated with the project. This does not excuse the project from other applicable standard conditions which may be required by the City or other regulatory agency with jurisdiction over the project and the site.

TABLE 10-1
STANDARD CONDITIONS

Standard Conditions	Responsible Party	Time Frame for Implementation	Department or Agency Responsible for Monitoring
Land Use and Planning Standard Condition 4.2.1: Future developments on the project site shall comply with the development and design standards in the <i>Ventana at Duncan Canyon Specific Plan</i> .	Developer/ Site Planner	Site Planning	Site Plan Review by Planning Department
Standard Condition 4.2.2: Future developments on the project site shall comply with the City's performance standards and the development policies for land use compatibility.	Developer/ Site Planner	Site Planning	Site Plan Review by Planning Department
Traffic and Circulation Standard Condition 4.4.1: The project shall pay development impact fees as set by the City to fund roadway maintenance and improvement projects in the area.	Developer	Plan check	Plan Check by Building Department
Standard Condition 4.4.2: Future developments would be subject to plan check review to ensure that the necessary access, parking, and roadway improvements are provided as part of individual developments, in accordance with the City's traffic safety design criteria.	Developer	Plan check	Plan Check by Building Department
Standard Condition 4.4.3: Future developments on the site shall be accompanied by the construction of internal and perimeter roadways, in accordance with the City's Circulation Master Plan and City roadway standards, including the City's standard intersection configuration for southbound traffic at the Lytle Creek Road/Duncan Canyon Road intersection.	Developer/ Contractor	Plan check/ Construction phase	Plan Check and Site Inspections by Building Department
Air Quality Standard Condition 4.5.1: The proposed project shall comply with pertinent SCAQMD regulations in order to contribute to the incremental reduction in air pollution levels in the region.	Developer	Plan check	Plan check by Building Department
Noise Standard Condition 4.6.1: Construction activities on the project site shall comply with City regulations on time limits for construction activity. Construction activities would have to comply with the construction time limits (7 AM to 6 PM on weekdays, unless otherwise approved by the City and the Engineer or in case of an emergency); loading/unloading of boxes; transport of metal rails, pillars and columns; and the use of pile drivers, steam shovels, pneumatic hammers and	Developer/ Contractor	Construction phase	Site inspections by Building Department

TABLE 10-1
STANDARD CONDITIONS

Standard Conditions	Responsible Party	Time Frame for Implementation	Department or Agency Responsible for Monitoring
other noisy construction equipment shall be conducted within allowable times (7 AM to 10 PM) as set by the Fontana Noise Ordinance.			
Geology and Soils Standard Condition 4.7.1: The project shall comply with seismic design criteria in the California Building Code, the City's building standards, and other pertinent building regulations.	Developer/ Project Engineer	Engineering Design	Plan Check by Building Department
Standard Condition 4.7.2: Recommendations of the geotechnical investigation for the project site, as they pertain to structural design and construction recommendations for earthwork (excavation, grading, volume adjustments, soil disposal, slopes), foundation design (types of foundations and slabs on grade, pavements, retaining walls, trench backfill, sulfate exposure), and other necessary geologic and seismic considerations would need to be implemented for building construction.	Developer/ Project Engineer	Engineering Design	Plan Check by Building Department
Standard Condition 4.7.3: Site-specific geotechnical investigations shall be performed for proposed commercial structures to determine the factors to be considered in the structural design of these structures.	Developer/ Project Engineer	Engineering Design	Plan Check by Building Department
Hydrology and Water Quality Standard Condition 4.8.1: The project shall comply with the NPDES General Permit for Construction Activity, which requires projects on one acre or more to notify the SWRCB and implement a Stormwater Pollution Prevention Plan (SWPPP) for construction activities.	Developer/ Contractor	Filing of NOI prior to Construction and during construction	Plan Check and Site Inspections by Building Department
Standard Condition 4.8.2: The project shall comply with the NPDES regarding the development and implementation of a Water Quality Management Plan for permanent source and treatment control measures and other best management practices for long-term stormwater pollutant mitigation.	Developer/ Project Engineer	Engineering Design	Plan Check of WQMP by Building Department
Standard Condition 4.8.3: The project shall provide the necessary on-site and off-site storm drain infrastructure to connect to the City of Fontana's storm drainage system, in order to prevent the creation of flood hazards on-site and in downstream areas, as approved by the Fontana City Engineer.	Developer/ Project Engineer	Engineering Design	Plan Check by Building Department
Standard Condition 4.8.4: The project shall provide the needed storm drain infrastructure and documentation shall be submitted to the Federal Emergency Management Agency to amend the designated floodplain and obtain a Conditional Letter of Map Revision (CLOMR) prior to development of the northern section of the site.	Developer/ Project Engineer	Engineering Design	Plan Check by Building Department
Biological Resources Standard Condition 4.9.1: The removal of trees on-site shall be subject to the City's Preservation of Heritage, Significant	Developer/ Project	Landscaping plan	Plan Check by Building Department

TABLE 10-1
STANDARD CONDITIONS

Standard Conditions	Responsible Party	Time Frame for Implementation	Department or Agency Responsible for Monitoring
and Specimen Trees (Municipal Code Section 28-60) for the replacement of any Heritage, Significant and Specimen Trees that may be affected by the project.	Designer		
Standard Condition 4.9.2: In accordance with the City's Interim Program for the North Fontana MSHCP, the developer shall pay a fee for the future acquisition of preserved habitat for sensitive species.	Developer	Plan check	Plan Check by Building Department
Cultural Resources Standard Condition 4.10.1: If human remains are encountered during excavation activities at the site, all work shall halt and the County Coroner shall be notified (Section 5097.98 of the Public Resources Code). The Coroner will determine whether the remains are of forensic interest. If the Coroner, with the aid of the County-approved archaeologist, determines that the remains are prehistoric, he/she will contact the Native American Heritage Commission (NAHC). The NAHC will be responsible for designating the most likely descendant (MLD), who will be responsible for the ultimate disposition of the remains, as required by Section 7050.5 of the California Health and Safety Code. The MLD will make his/her recommendation within 24 hours of their notification by the NAHC. This recommendation may include scientific removal and non-destructive analysis of the human remains and any items associated with Native American burials (Section 70580.5 of the Health and Safety Code).	Developer/Contractor	During grading and excavation activities	Site Inspections by Building Department
Public Services Standard Condition 4.13.1: Future developments shall implement Building Security Specifications and multi-family developments shall be consistent with the principles of Crime Prevention through Environmental Design, as required by the Fontana Police Department. To ensure compliance, all developments shall be subject to building and site plan review and approval by the Fontana Police Department. Standard Condition 4.13.2: Future developments would be required to pay development fees for police services. Payment of developer impact fees would assist in funding the needed public facility expansion and service improvements needed to serve the proposed developments on the site. Standard Condition 4.13.3: Future developments shall be subject to building and site plan review by the San Bernardino County Fire District, for compliance with fire safety and emergency access standards and to identify additional development features which could reduce demand for fire services, prevent the creation of fire hazards, and facilitate emergency response to the project site. Standard Condition 4.13.4: Future developments would be required to pay development fees for fire services.	Developer/Project Architect	Building Design	Plan Check by Fontana Police Department
	Developer	Plan Check	Payment of fees as part of Plan Check by Building Department
	Developer/Project Engineer	Building Design	Plan Check by San Bernardino County Fire District
	Developer	Plan Check	Payment of fees as part of Plan Check by Building

TABLE 10-1
STANDARD CONDITIONS

Standard Conditions	Responsible Party	Time Frame for Implementation	Department or Agency Responsible for Monitoring
Payment of developer impact fees would assist in funding the needed public facility expansion and service improvements needed to serve the proposed developments on the site.			Department
Standard Condition 4.13.5: Future developments would be required to pay school impact fees to the Fontana Unified School District, which would help fund the needed school facility expansion and service improvements to serve the proposed project.	Developer	Plan Check	Proof of payment of fees during Plan Check by Building Department
Standard Condition 4.13.6: As required under the City's Municipal Code (Chapter 21, Article IV), the proposed development shall pay Quimby fees for the development of parks and recreational facilities in North Fontana. The collected fees will be used for the development of neighborhood and community parks in the area, to serve the proposed project.	Developer	Plan Check	Payment of fees as part of Plan Check by Building Department
Standard Condition 4.13.7: Future developments would be required to pay development fees for library services. Payment of developer impact fees would assist in funding the needed public facility expansion and service improvements needed to serve the project.	Developer	Plan Check	Payment of fees as part of Plan Check by Building Department
<p>Utilities</p> <p>Standard Condition 4.14.1: The developer shall coordinate with the West Valley Water District on water line extensions to serve individual parcels and building pads on the site. <u>All water facilities shall be constructed in accordance with the District's rules and regulations and Standards for Domestic Water Facilities.</u></p>	Developer/ Project Engineer	Engineering Design	Plan Check by Building Department
Standard Condition 4.14.2: Future developments shall implement water conservation measures into the project design of the individual developments on the site to reduce water demand, in accordance with the Water Conservation Plan of the West Valley Water District.	Developer/ Project Engineer	Engineering Design	Plan Check by Building Department
Standard Condition 4.14.3: The developer shall coordinate with the Inland Empire Utilities Agency and the City of Fontana on sewer line extensions and service connections to serve individual parcels and building pads on the site.	Developer/ Project Engineer	Engineering Design	Plan Check by Building Department
Standard Condition 4.14.4: The developer shall coordinate with the City of Fontana on the construction of needed storm drain lines and facilities to prevent flood hazards and to provide adequate storm drainage for the proposed developments.	Developer/ Project Engineer	Engineering Design	Plan Check by Building Department
Standard Condition 4.14.5: The developer shall coordinate with Burrtec on the provision of solid waste collection services to individual developments on the project site.	Developer	Prior to Occupancy	Occupancy Permit Building Department

TABLE 10-1
STANDARD CONDITIONS

Standard Conditions	Responsible Party	Time Frame for Implementation	Department or Agency Responsible for Monitoring
Standard Condition 4.14.6: Burrtec and the City shall promote the recycling of wastes through the provision of informational brochures, recycling bins, barrel service, and recycled waste collection services to future residential and commercial developments on the site.	Burrtec/City	Public Information Program	City's Recycling Program Coordinator
Standard Condition 4.14.7: The developer shall coordinate with SCE on line extensions to serve individual parcels and building pads on the site, as well as for construction in or near the SCE right-of-way.	Developer/ Project Engineer	Engineering Design	Plan Check by Building Department
Standard Condition 4.14.8: Future developments shall incorporate energy conservation measures into the project design of the individual developments, in compliance with the California Energy Efficiency Standards and as mandated under Title 24 of the California Code of Regulations (California Building Standards Code).	Developer/ Project Engineer	Engineering Design	Plan Check by Building Department
Standard Condition 4.14.9: The developer shall coordinate with SCG on gas line extensions to serve individual parcels and building pads on the site.	Developer/ Project Engineer	Engineering Design	Plan Check by Building Department
Standard Condition 4.14.10: The developer shall coordinate with SBC/AT&T and Adelphia on telephone and cable line extensions to serve individual parcels and building pads on the site.	Developer/ Project Engineer	Engineering Design	Plan Check by Building Department
<p>Hazards and Human Health</p> <p>Standard Condition 4.15.1: Construction activities and commercial developments that utilize hazardous materials shall comply with applicable regulations regarding hazardous materials use, handling, storage, transport, and disposal.</p> <p>Standard Condition 4.15.2: Reconstruction of Lytle Creek Road across the SCE right-of-way shall comply with SCE guidelines for structures and improvements near power transmission lines and towers.</p> <p>Standard Condition 4.15.3: Work within the I-15 Freeway right-of-way or near the utility boxes by the freeway shall comply with the conditions outlined in the encroachment permit from the California Department of Transportation (Caltrans).</p> <p>Standard Condition 4.15.4: If unusual soil staining and/or odors are encountered during grading and excavation activities, future assessment of the soils shall be conducted prior to the continuation of grading or excavation activities. If the results of the soil testing show the presence of chemical below regulatory levels, grading or excavation may proceed accordingly. Remediation and/or removal of contaminated soils shall be made prior to development, if chemical levels are above regulatory standards. Remediation shall be made in coordination with the local health department, SCAQMD, the California Department of Toxic Substances Control, the</p>	<p>Developer/ Contractor/ Operator</p> <p>Developer/ Project Engineer</p> <p>Developer/ Project Engineer</p> <p>Developer/ Contractor</p>	<p>Construction Phase and Building Operation</p> <p>Engineering Design</p> <p>Engineering Design</p> <p>During grading and excavation activities</p>	<p>Site Inspections by Building Department and Central Valley Fire District</p> <p>Plan Check by Building Department</p> <p>Plan Check by Building Department</p> <p>Site Inspections by Building Department</p>

TABLE 10-1
STANDARD CONDITIONS

Standard Conditions	Responsible Party	Time Frame for Implementation	Department or Agency Responsible for Monitoring
U. S. Environmental Protection Agency or other regulatory agencies and in compliance with established maximum contaminant levels.			
Aesthetics Standard Condition 4.16.1: Future development on the project site shall be subject to site plan and design review for compliance with the development regulations and design guidelines in the adopted Specific Plan and applicable regulations in the City's Zoning and Development Code.	Developer/ Project Architect	Site Planning and Building Design	Site Plan Review by Planning Department and Plan Check by Building Department

10.2 MITIGATION MEASURES

The mitigation measures that have been recommended to reduce or avoid the potentially significant adverse impacts of the project are listed in Table 10-2, *Mitigation Monitoring Program*. Responsible parties, the time frame for implementation, and the monitoring parties are also identified for each measure. The mitigation measures are primarily the responsibility of the developer. In order to determine if the developer has implemented these measures, the method of verification is also identified, along with the City department or agency responsible for monitoring/verifying that the developer has completed each mitigation measure.

TABLE 10-2
MITIGATION MONITORING PROGRAM

Mitigation Measures	Responsible Party	Time Frame for Implementation	Department or Agency Responsible for Monitoring
Traffic and Circulation Mitigation Measure 4.4.1: At the future intersection of Knox Avenue and Lytle Creek Road, a new northbound through lane shall be provided on Knox Avenue to connect with Ventana Way, along with a northbound left-turn lane on Lytle Creek Road, turning into Ventana Way, and a southbound right turn lane on Lytle Creek Road turning into Ventana Way.	Developer/ Contractor	Plan check/ Construction phase	Plan Check and Site Inspections by Building Department
Air Quality Mitigation Measure 4.5.1: Dust control during grading activities on the site shall implement best available control measures (BACMs) exceeding the minimum dust control requirements of SCAQMD Rule 403. Recommended construction activity mitigation includes: <ul style="list-style-type: none"> ◆ Apply water <u>at least three times per day</u> or other dust control compounds in <u>accordance with manufacturer's specifications</u> <u>adequate amounts</u> to prevent the formation of visible dust plumes beyond the project site boundary, or longer than 100 feet behind any piece of moving equipment. ◆ Prepare a high wind dust control plan and implement plan elements. ◆ <u>Suspend all excavating and grading operations</u> or <u>limit the simultaneous disturbance area to as small an area as practical</u> when winds exceed 25 mph. ◆ Stabilize previously disturbed areas if subsequent construction is delayed. ◆ <u>Apply non-toxic soil stabilizers</u> according to 	Developer/ Contractor	Construction Phase	Site inspections by Building Department

Section 10.0

Mitigation Monitoring Program (continued)

TABLE 10-2
MITIGATION MONITORING PROGRAM

Mitigation Measures	Responsible Party	Time Frame for Implementation	Department or Agency Responsible for Monitoring
<p><u>manufacturers' specifications to all inactive construction areas (previously graded areas inactive for ten days or more).</u></p> <p>◆ <u>Install wheel washers where vehicles enter and exit the construction site onto paved roads or wash off trucks and any equipment leaving the site each trip.</u></p> <p>◆ <u>Appoint a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM10 generation.</u></p> <p>◆ <u>All streets shall be swept at least once a day using SCAQMD Rule 1186 certified street sweepers or roadway washing trucks if visible soil materials are carried to adjacent streets (recommend water sweepers with reclaimed water).</u></p> <p>◆ <u>Pave road and road shoulders; and</u></p> <p>◆ <u>Traffic speeds on all unpaved roads to be reduced to 15 mph or less.</u></p> <p>Mitigation Measure 4.5.2: The following measures shall be implemented to reduce NOx pollutant emissions during construction:</p> <p>◆ <u>Require 90-day low-NOx tune-ups for off-road equipment, according to manufacturers' specifications.</u> Such controls are expected to reduce daily NOx emissions from all off- and on-road equipment, but not to less-than-significant levels.</p> <p>◆ <u>Limit allowable idling to 5 minutes for trucks and heavy equipment before shutting the equipment down.</u></p> <p>◆ <u>Give preference to contractors using construction equipment that meet or exceed Tier 2 standards; use emulsified diesel fuels; construction equipment with oxidation catalysts, soot traps or other verified/certified retrofit technologies, and with oxidation catalysts, soot traps or other modern emissions control technology.</u></p> <p>◆ <u>Contractors shall use high-pressure-low-volume (HPLV) paint applicators with a minimum transfer efficiency of at least 50% or other application techniques with equivalent or higher transfer efficiency.</u></p> <p>◆ <u>Project construction shall use required coatings and solvents with a VOC content lower than required under Rule 1113.</u></p> <p>◆ <u>The project shall construct/build with materials that do not require painting, to the extent feasible.</u></p> <p>◆ <u>The project shall use pre-painted construction materials, to the extent feasible.</u></p> <p>◆ <u>Alternative fueled off-road equipment, to the extent feasible.</u></p> <p>◆ <u>Use street sweepers that comply with SCAQMD Rules 1186 and 1186.1.</u></p> <p>◆ <u>Use electricity from power poles rather than temporary diesel or gasoline power generators.</u></p> <p>◆ <u>Configure construction parking to minimize traffic interference.</u></p>	Developer/Contractor	Construction Phase	Site inspections by Building Department

Section 10.0

Mitigation Monitoring Program (continued)

TABLE 10-2
MITIGATION MONITORING PROGRAM

Mitigation Measures	Responsible Party	Time Frame for Implementation	Department or Agency Responsible for Monitoring
<ul style="list-style-type: none"> ◆ Provide temporary traffic controls such as a flag person, during all phases of construction to maintain smooth traffic flow. ◆ Provide dedicated turn lanes for movement of construction trucks and equipment on- and off-site. ◆ Schedule construction activities that affect traffic flow on the arterial system to off-peak hour to the extent practicable. ◆ Reroute construction trucks away from congested streets or sensitive receptor areas. ◆ Improve traffic flow by signal synchronization. ◆ <p>Mitigation Measure 4.5.3: The following measures shall be implemented to reduce off-site emissions during construction:</p> <ul style="list-style-type: none"> ◆ Encourage car pooling for construction workers. ◆ Limit lane closures to off-peak travel periods. ◆ Park construction vehicles off traveled roadways. ◆ Wet down or cover dirt hauled off-site. ◆ Wash or sweep access points daily. ◆ Encourage receipt of construction materials during non-peak traffic hours. ◆ Sandbag construction sites for erosion control. ◆ Erect dust control fencing around individual project perimeters. <p>Mitigation Measure 4.5.3: The proposed project shall implement transportation control measures (TCMs) to reduce vehicular emissions to and from the site, which may include the following:</p> <p>Ridesharing Programs</p> <ol style="list-style-type: none"> 1. Area-wide Carpooling and Vanpooling – The developer/building managers shall provide informational brochures on carpooling and vanpooling. 2. Modified Work Schedules – The developer/building managers shall encourage commercial and office tenants to allow modified work schedules for employees. 3. Park and Ride Facilities - The developer/building managers shall accommodate the parking of vehicles to promote carpooling and vanpooling. Areas for future bus stops shall be reserved, where feasible. <p>Parking Management</p> <ol style="list-style-type: none"> 1. Off-Street Parking Controls - Measures to discourage single-occupant vehicles shall be implemented through parking controls. 2. Parking Management Programs – Measures to discourage single-occupant vehicles (SOV) shall be implemented. <p>Non-Motorized Strategies</p> <ol style="list-style-type: none"> 1. Bicycle Lanes and Storage Facilities – Bicycle paths 	Developer/Contractor	Construction Phase	Site inspections by Building Department
	Developer/Project Designer	Site Planning and Plan Check and during commercial operations	Plan approval by Planning Division and Building Department and Site inspections by Building Department

Section 10.0

Mitigation Monitoring Program (continued)

TABLE 10-2
MITIGATION MONITORING PROGRAM

Mitigation Measures	Responsible Party	Time Frame for Implementation	Department or Agency Responsible for Monitoring
<p>and bike racks shall be provided on-site.</p> <p>2. Pedestrian Improvements – Sidewalks and pedestrian walkways shall be provided throughout the site.</p> <p>Telecommunications</p> <p>1. Adequate system connections in all homes – Telecommunication systems shall be provided in residential villages.</p> <p>2. Wi-Fi “hot spots” within the community - High-speed wireless local area network shall be provided at select locations on-site.</p> <p>The developer shall incorporate the TCMs above to facilitate the option to select a non-SOV transportation option.</p>			
<p>Noise</p> <p>Measure 4.6.1: During construction, the following measures shall be implemented to reduce noise on sensitive receptors:</p> <ul style="list-style-type: none"> ◆ All off-road construction equipment shall have properly operated and maintained mufflers. ◆ Stockpiling and equipment/vehicle staging shall be conducted as far as practicable from occupied dwelling units or other nearby noise-sensitive land uses. ◆ Idling of construction equipment shall be limited to the extent feasible. Equipment shall be turned off when not in use. ◆ Schedule noisy activities and impulsive noise generation such as pile driving or jack-hammers during the late morning and early afternoon hours, or erect temporary barriers, if necessary. <p>Mitigation Measure 4.6.2: Homes in Planning Area 5 backing up to the I-15 Freeway shall be required to site outdoor recreational uses on the opposite side of the buildings, allowing the buildings to act as a sound wall. An 8-foot sound wall shall also be constructed at the edge of the Freeway right-of-way. If this cannot be accomplished, setbacks, obstructions to the noise path, or a 28-foot sound wall would be required to mitigate exterior noise to 65 dBA CNEL.</p> <p>Mitigation Measure 4.6.3: Homes along Duncan Canyon Road shall be constructed with dual-paned windows and supplemental ventilation to allow for 1 dBA CNEL attenuation to meet the City of Fontana’s 45 dBA CNEL interior noise standard.</p> <p>Mitigation Measure 4.6.4: Homes in Planning Area 5 backing up to the I-15 Freeway shall be constructed with upgraded structural acoustical features to allow for up to 35 dBA CNEL attenuation to meet the City of Fontana’s 45 dBA CNEL interior noise standard. Dual-paned windows and supplemental ventilation and highly</p>	<p>Developer/Contractor</p> <p>Developer/Project Designer</p> <p>Developer/Project Designer</p> <p>Developer/Project Designer</p>	<p>During construction</p> <p>Site Planning and Plan Check</p> <p>Plan Check</p> <p>Site Planning and Plan Check</p>	<p>Site inspections by Building Department</p> <p>Plan approval by Planning Division and Building Department</p> <p>Plan check by Building Department</p> <p>Plan approval by Planning Division and Building Department</p>

Section 10.0***Mitigation Monitoring Program (continued)***

TABLE 10-2
MITIGATION MONITORING PROGRAM

Mitigation Measures	Responsible Party	Time Frame for Implementation	Department or Agency Responsible for Monitoring
<p>upgraded structural features shall be provided for homes closest to the freeway. A supplemental acoustical analysis shall be submitted in conjunction with the issuance of building permits to verify that adequate structural noise protection will be provided.</p> <p>Mitigation Measure 4.6.5: Conditional use permits for commercial uses shall contain measures that control noise generation from goods deliveries, facility maintenance, and mechanical equipment. These may include:</p> <ul style="list-style-type: none"> ◆ Location of commercial HVAC equipment away from residences or shielding of HVAC equipment ◆ Location of loading docks away from residences ◆ Time restrictions on deliveries to commercial uses ◆ Orientation of fast-food restaurant sound boards away from nearby residences; sound walls around the order boards; or time restrictions on sound board use ◆ Time restrictions on refuse collection or parking lot sweeping, or stacking or retrieval of temporary outdoor storage ◆ Location of the hotel's pool and outdoor entertainment areas on the opposite side of the hotel from the closest residential uses or construction of a sound wall 	Developer/ Project Designer	Site Planning and Plan Check	Plan approval by Planning Division and Building Department
<p>Geology and Soils</p> <p>Mitigation Measure 4.7.1: Temporary excavations may be constructed to a vertical depth of four feet. Excavation between 4 to 10 feet deep must have side slopes no steeper than 1.5:1 (horizontal:vertical). Trench backfill shall be compacted to a minimum of 90 percent of the laboratory maximum dry density and the upper 12 inches of trench backfill underlying pavements should be compacted to a minimum 95 percent of the laboratory maximum density. Additional recommendations in the geotechnical investigation and other applicable requirements of the California Construction and General Industry Safety Orders, the Occupational Safety and Health Act and current amendments, and the Construction Safety Act shall be followed.</p> <p>Mitigation Measure 4.7.2: The following corrosion control measures shall be implemented for buried materials:</p> <ul style="list-style-type: none"> ◆ All steel and wire concrete reinforcement shall have at least 3 inches of concrete cover when cast against soil, unformed. ◆ As a minimum, below-grade ferrous metals shall be given a high quality protective coating, such as 18-mil plastic tape, extruded polyethylene, coal-tar enamel or Portland cement mortar. ◆ Below-grade metals shall be electrically insulated (isolated) from above-grade metals by means of dielectric 	<p>Developer/ Contractor</p> <p>Developer/ Project Engineer</p>	<p>Construction Phase</p> <p>Site Planning and Plan Check</p>	<p>Site inspections by Building Department</p> <p>Plan Check by Building Department</p>

Section 10.0***Mitigation Monitoring Program (continued)***

TABLE 10-2
MITIGATION MONITORING PROGRAM

Mitigation Measures	Responsible Party	Time Frame for Implementation	Department or Agency Responsible for Monitoring
fittings in ferrous utilities and/or exposed metals structures breaking grade.			
Water and Hydrology Mitigation Measure 4.8.1: The existing water wells shall be properly abandoned and capped prior to rehabilitation of the existing residence, in accordance with California Well Standards and County Environmental Health Department permits and procedures.	Developer/Contractor	Prior to grading	Site inspections by Building Department
Mitigation Measure 4.8.2: The existing septic tank shall be properly abandoned and removed prior to rehabilitation of the existing residence, in accordance with San Bernardino County Environmental Health Department permits and procedures.	Developer/Contractor	Prior to grading	Site inspections by Building Department
Biological Resources Mitigation Measure 4.9.1: If project construction will commence during the bird breeding season (February 1 to August 31 of each year), a pre-construction survey shall be conducted on each site and adjacent open areas to determine the presence of nesting birds. Active nests for migratory birds and the areas within a 300-foot radius or a 500-foot radius around active nests for raptors shall be flagged and protected from clearing or grading activities until the birds have fledged.	Developer/Project Biologist	Grading Permit	Site inspections during surveys and issuance of permit by Building Department
Mitigation Measure 4.9.2: A burrowing owl survey shall be conducted no more than 30 days prior to the onset of construction to ensure avoidance of this species. If no occupied burrows are found, a report shall be submitted to the City and construction may begin without further actions. If owl burrows are found, a 250-foot buffer zone would be established around each burrow with an active nest until the young have fledged and are able to exit the burrow. For occupied burrows without active nesting or active burrows after the young have fledged, passive relocation of the owls would be performed. This will involve installation of a one-way door at the burrow entrance. The Burrowing Owl Survey Protocol and Mitigation Guidelines (CBOC 1993) shall be utilized for current methods for passive relocation of any owls found during the survey. A qualified biologist would conduct the relocation activities and provide construction monitoring during construction activities near the burrows.	Developer/Project Biologist	Grading Permit	Site inspections during surveys and issuance of permit by Building Department
Cultural Resources Mitigation Measure 4.10.1: A Native American monitor shall be present during grading activities at the site, to ensure that any features or deposits not previously known are identified and subject to data recovery efforts. The monitor shall have the responsibility to redirect grading away from any important deposits that are uncovered, and subsequently, to initiate the evaluation of any discoveries to determine if further data recovery work is necessary. Should any discoveries necessitate further work, this shall be accomplished in consultation with	Developer/Archaeological Monitor	During grading and excavation activities	Site Inspections by Building Department

Section 10.0***Mitigation Monitoring Program (continued)***

TABLE 10-2
MITIGATION MONITORING PROGRAM

Mitigation Measures	Responsible Party	Time Frame for Implementation	Department or Agency Responsible for Monitoring
<p>local tribes. At the conclusion of the monitoring process, a report shall be presented to the City to confirm the monitoring effort and describe any archaeological work that was required.</p> <p>Mitigation Measure 4.10.2: The rehabilitation of structures within the Lytle Creek Winery, including the Taylor House, shall be accomplished in accordance with the following general standards by the Secretary of Interior, with regards to the rehabilitation and reuse of historic properties:</p> <ul style="list-style-type: none"> ◆ Every reasonable effort shall be made to provide a compatible use for a property that requires minimal alteration of the building, structure or site and its environment, or to use a property for its originally intended purpose. ◆ The distinguishing original qualities or character of a building, structure or site and its environment shall not be destroyed. The removal or alteration of any historic material or distinctive architectural features shall be avoided when possible. ◆ All buildings, structures, and sites, shall be recognized as products of their own time. Alterations which have no historical basis and which seek to create an earlier appearance shall be discouraged. ◆ Changes, which may have taken place in the course of time, are evidence of the history and development of a building, structure, or site and its environment. These changes may have acquired significance in their own right, and this significance shall be recognized and respected. ◆ Distinctive stylistic features or examples of skilled craftsmanship, which characterize a building, structure, or site, shall be treated with sensitivity. ◆ Distinctive architectural features shall be repaired rather than replaced, wherever possible. In the event replacement is necessary, the new material should match the material being replaced in composition, design, color, texture, and other visual qualities. Repair or replacement of missing architectural features should be based on accurate duplications of features, substantiated by historical physical or pictorial evidence rather than on conjectural designs or the availability of different architectural elements from other buildings or structures. ◆ The surface cleaning of structures shall be undertaken with the gentlest means possible. Sandblasting and other cleaning methods that will damage the historic building materials shall not be undertaken. ◆ Every reasonable effort shall be made to protect and preserve archaeological resources affected by, or adjacent to any project. <p>Mitigation Measure 4.10.3: If relocation is necessary, the Taylor House and other existing structures shall be relocated into the Lytle Creek Winery complex or other location, under</p>	Developer/ Project Designer	Site planning for Planning Area 9	Plan approval by Planning Division and Building Department
	Developer/ Architectural Historian	Site planning for Planning Area 9	Plan approval by Planning Division and Building Department

Section 10.0

Mitigation Monitoring Program (continued)

TABLE 10-2
MITIGATION MONITORING PROGRAM

Mitigation Measures	Responsible Party	Time Frame for Implementation	Department or Agency Responsible for Monitoring
<p>the direction of an architectural historian.</p> <p>Mitigation Measure 4.10.4: If the Taylor house and/or other existing structures are relocated, detailed documentation through a Historic American Building Survey (HABS) shall be performed prior to relocation. The HABS shall include large-format black and white photographs of the exterior elevations and interior of the structures, a ground plan of the buildings, and additional archival research and preparation of a detailed history of the buildings and its occupants.</p> <p>Mitigation Measure 4.10.5: The Fontana Historical Society shall be given the option to move the Perdew School foundations to another site, possibly a local park, prior to the disturbance or development of the area formerly occupied by the school.</p> <p>Mitigation Measure 4.10.6: Monitoring shall be conducted for excavation activities extending to estimated depths of 10 feet or more below the existing ground surface. If required, the paleontologic monitor shall be equipped to salvage fossils as they are unearthed to avoid construction delays and to remove samples of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates. Monitors are empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens. Monitoring may be reduced if the potentially-fossiliferous units are not present in the subsurface, or if present, are determined upon exposure and examination by qualified paleontologic personnel to have low potential to contain fossil resources. Also, the following measures shall be made during the monitoring of excavation activities on undisturbed subsurface Pleistocene sediments.</p> <ul style="list-style-type: none"> ◆ During monitoring, preparation of recovered specimens to a point of identification and permanent preservation, including washing of sediments to recover small invertebrates and vertebrates should occur. ◆ During monitoring, identification and curation of specimens into a museum repository with permanent retrievable storage should occur. The paleontologist must have a written repository agreement in hand prior to the initiation of mitigation activities. ◆ During monitoring, preparation of a report of findings with an itemized inventory of specimens should occur. The report and inventory, when submitted to the City of Fontana (as the Lead Agency), will signify completion of the program to mitigate impacts to paleontologic resources. 	<p>Developer/ Architectural Historian</p> <p>Developer</p> <p>Developer/ Archaeologist</p>	<p>Prior to relocation of Taylor House</p> <p>Prior to development of Planning Areas 1 and 8</p> <p>During grading and excavation activities</p>	<p>Submittal of HABS to Planning Division prior to plan approval</p> <p>Plan approval by Planning Division and Building Department</p> <p>Site Inspections by Building Department</p>
Hazards and Human Health			
Mitigation Measure 4.15.1: Prior to grading and construction of the residences, a test of the topsoil within the areas previously used for agriculture shall be conducted to determine levels of agricultural chemical residue and any necessary remediation. Results of the testing shall be	Developer/ Geologist	Prior to grading activities	Site Plan Review by Planning Department and Field Inspections by Building Department

Section 10.0***Mitigation Monitoring Program (continued)***

TABLE 10-2
MITIGATION MONITORING PROGRAM

Mitigation Measures	Responsible Party	Time Frame for Implementation	Department or Agency Responsible for Monitoring
submitted to the Department of Environmental Health to identify the need for remediation. If the results of the random soil testing show chemical levels are below regulatory levels, development may proceed accordingly. Remediation and/or removal of contaminated soils shall be made prior to development of the site, if chemical levels are above regulatory standards, and remediation completed until chemical levels are below regulatory levels. Mitigation Measure 4.15.2: Prior to the renovation, relocation or demolition of the existing buildings, asbestos-containing materials shall be removed and disposed in accordance with applicable regulations (including South Coast Air Quality Management District (SCAQMD) regulations and Cal-OSHA guidelines) by a state-licensed abatement contractor, with abatement oversight performed by an independent asbestos consultant. All identified lead-based paint shall also be removed and disposed of by a licensed contractor, in accordance with existing regulations.	Developer/Contractor	Prior to renovation, relocation or demolition of existing structures	Site Plan Review by Planning Department and Field Inspections by Building Department

SECTION 11.0: RESPONSE TO COMMENTS

A number of comment letters were received on the Draft Environmental Impact Report (EIR) during the public review period that extended from August 15 to September 28, 2006. This section provides a discussion of the Draft EIR comments and responses. Section 11.1 identifies the individuals and agencies that submitted written comments on the Draft EIR. The EIR preparers and the City of Fontana, as the Lead Agency, then prepared point-by-point responses to the comments received. These responses are provided beside each comment in Section 11.2 below. Modifications to the Draft EIR required as a result of the comments and responses are listed in Section 11.3 and are shown in strikeout/underline text in the pertinent sections of this Final EIR. Changes to the Draft EIR are minimal and do not alter the analysis or conclusions.

11.1 COMMENTS RECEIVED ON THE DRAFT EIR

Persons and agencies that commented on the Draft EIR include the following:

- ◆ Lon Tsai, West Valley Water District, May 19, 2006.
- ◆ Vikki Li, Fontana Engineering Department, August 22, 2006
- ◆ Dave Singleton, Native American Heritage Commission, August 24, 2006
- ◆ April Grayson, Intergovernmental Review, SCAG, September 21, 2006
- ◆ Greg Holmes, California Department of Toxic Substances Control, September 25, 2006
- ◆ Mervin Acebo, Omnitrans, September 28, 2006
- ◆ Gordon Mize, SCAQMD, September 28, 2006
- ◆ Terry Roberts, State Clearinghouse, Office of Planning and Research, September 28, 2006

11.2 RESPONSES TO COMMENTS

Provided below are point-by-point responses to the environmental issues raised by the written comments. The letters are provided on the left-hand side of the page, with corresponding responses on the right-hand side of each page.

Lon Tsai, West Valley Water District, May 19, 2006



855 West Base Line, P.O. Box 920
Rialto, California 92377-0920
Phone (909) 875-1804

May 19, 2006

Mr. Charles D. Fahie, AICP
City of Fontana Planning Division
8353 Sierra Ave.
Fontana, CA 92335

REF: PROJECT SPL NO. 05-063
TTM NOS. 18143, 18144, 18145, 18146 AND 18147
(VENTANA AT DUNCAN CANYON)

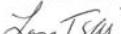
Dear Mr. Fahie:

West Valley Water District (Formerly West San Bernardino County Water District) appreciates the opportunity to comment on the above referenced project and have the following comments and conditions.

1. The name of our agency is West Valley Water District.
2. The West Valley Water District will provide water service to this project.
3. There are existing water pipelines in lot 1 and lot 8 of TTM 18143 and in Lytle Creek Road, Duncan Canyon Road and Citrus Avenue within the project area. The water lines are either in public street right-of-way or in waterline easements the District have obtained. Any changes and/or relocation of existing pipelines shall be reviewed and approved by the District.
4. All water facilities necessary to serve this project shall be constructed in accordance with West Valley Water District's Rules and Regulations and "Standards for Domestic Water Facilities"

If you have any questions please call our office at (909) 875-1804.

Sincerely,
WEST VALLEY WATER DISTRICT


Lon Tsai
Chief Engineer

LT/an

Board of Directors	Administrative Staff
Earl Tillman, Jr. President	Anthony W. Araiza General Manager-Secretary
Betty J. Gosney Vice President	Leon Long Assistant General Manager
Alan G. Dyer	Deborah L. Sousa Treasurer
Donald D. Olinger	Peggy S. Asche Administrative Secretary
Jackie Cox	
	<i>Fax (909) 875-7284 Administration</i>
	<i>Fax (909) 875-1361 Engineering</i>
	<i>Fax (909) 875-1849 Customer Service</i>

Response 1: The EIR refers to the District as the West Valley Water District.

Response 2: This is acknowledged in Section 4.14 of the EIR.

Response 3: Existing lines are discussed in Section 4.14.

Response 4: Standard Condition 4.14.1 has been modified to add that all water facilities shall be constructed in accordance with the District's rules and regulations and Standards for Domestic Water Facilities.

Vikki Li, Fontana Engineering Department, August 22, 2006

CITY OF FONTANA
Engineering Department

MEMORANDUM

TO: Charles Fahie, Planning
FROM: Vikki Li, Assistant Engineer
Traffic Engineering
DATE: August 22, 2006
RE: Ventana at Duncan Canyon Traffic Impact Study

Eric and I have reviewed the revised traffic study for Ventana at Duncan Canyon and we have the following comments:

- 1** • It is fine to use traffic model forecasted turning movements for the new intersections without existing turning movement counts. If existing counts are available, however, it is better to use the existing volumes as the basis for post-processing the model volumes. This applies to intersection 10, Lytle Creek Rd at Summit Ave.
- 2** • Please double check future volumes synthesized using the Row-Column-Sum Method (Intersections 7, 8, and 9). The future northbound turning movement volumes do not add up to the model outbound link volumes. (Ex. Intersection 9, forecasted SL outbound = 26, model SL outbound = 252)
- 3** • Why were different lost times applied when analyzing the levels of service? Some intersections used 0 sec, some used 6 sec, and some used 8 seconds of lost time.

If you have any questions or comments, please contact me at extension 7607. Thank you.

Vikki Li, Assistant Engineer

Cc: City Traffic Engineer (EL)

Response 1: Existing traffic counts are generally used as the basis for traffic analysis in well developed areas. However, the area around Lytle Creek Road and Summit Avenue is rapidly developing and major construction activity was occurring around the intersection at the time the traffic counts were collected. Thus, traffic patterns based on existing traffic counts would not be representative of the future traffic patterns in build-out conditions. As such, modeled data were used for post-processing instead of existing traffic counts.

Response 2: The volumes for Intersection 9 have been adjusted in Section 4.4, *Traffic and Circulation*, as provided in the revised pages of the Traffic Impact Analysis and appendices. Intersections 7 and 8 do not need adjustment.

Response 3: Loss times were based on the signal phasing of the traffic signal at the intersection, using two seconds per phase, as specified by San Bernardino CMP Guidelines. The intersections needing adjustment are attached with this memorandum.

Dave Singleton, Native American Heritage Commission, August 24, 2006

STATE OF CALIFORNIA

Arnold Schwarzenegger, Governor



NATIVE AMERICAN HERITAGE COMMISSION
915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-4062
Fax (916) 657-5390
Web Site www.nahc.ca.gov

August 24, 2006

CITY OF FONTANA
ATTN: Charles Fahie
8353 Sierra Avenue
Fontana, CA 92335

Re: SCH#2005111048; CEQA Notice Of Completion; Draft Environmental Impact Report (EIR); Specific Plan; Mixed Use Development in North Fontana, 103-acres; San Bernardino County, California

Dear Mr. Fahie:

Thank you for the opportunity to comment on the above-referenced document. The California Environmental Quality Act (CEQA) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR per CEQA guidelines § 15064.5(b)(c)). In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the area of project effect (APE), and if so, to mitigate that effect. To adequately assess the project-related impacts on historical resources, the Commission recommends the following action:

- ✓ Contact the appropriate California Historic Resources Information Center (CHRIS). The record search will determine:
 - If a part or the entire APE) has been previously surveyed for cultural resources.
 - If any known cultural resources have already been recorded in or adjacent to the APE.
 - If the probability is low, moderate, or high that cultural resources are located in the APE.
 - If a survey is required to determine whether previously unrecorded cultural resources are present.
- ✓ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure.
 - The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological Information Center.
- ✓ Contact the Native American Heritage Commission (NAHC) for:
 - A Sacred Lands File (SLF) search of the project area and information on tribal contacts in the project vicinity who may have additional cultural resource information. Please provide this office with the following citation format to assist with the Sacred Lands File search request: USGS 7.5-minute quadrangle citation with name, township, range and section.
 - The NAHC advises the use of Native American Monitors to ensure proper identification and care given cultural resources that may be discovered. The NAHC recommends that contact be made with Native American Contacts on the attached list to get their input on potential project impact, particularly the contacts of the on the list.
- ✓ Lack of surface evidence of archeological resources does not preclude their subsurface existence.
 - Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5 (f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
 - Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.
- ✓ Lead agencies should include provisions for discovery of Native American human remains or unmarked cemeteries in their mitigation plans.
 - CEQA Guidelines, Section 15064.5(d) requires the lead agency to work with the Native Americans identified by this Commission if the initial Study identifies the presence or likely presence of Native American human remains within the APE. CEQA Guidelines provide for agreements with Native American, identified by the

1

2

Response 1: The Cultural Resource Study and Historic Evaluation that was completed for the project and referenced in the EIR included a record search, inventory survey, and review of the Sacred Lands File. Ground penetration radar survey and subsurface testing was also completed for the Waters residence and Perdew School sites.

Response 2: Mitigation measures have been included for monitoring grading activities and excavation of 10 feet or more. A Standard Condition for the discovery of human remains is also provided.

3

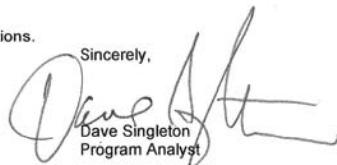
NAHC, to assure the appropriate and dignified treatment of Native American human remains and any associated grave liens.

Health and Safety Code §7050.5, Public Resources Code §5097.98 and Sec. §15064.5 (d) of the CEQA Guidelines mandate procedures to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

v Lead agencies should consider avoidance, as defined in § 15370 of the CEQA Guidelines, when significant cultural resources are discovered during the course of project planning.

Please feel free to contact me at (916) 653-6251 if you have any questions.

Sincerely,



Dave Singleton
Program Analyst

Cc: State Clearinghouse
Attachment: List of Native American Contacts

Response 3: Measures to follow in the event of discovery of specimens are provided. Measures to protect the historical significance of the former Lytle Creek Winery structures are also provided.



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Riverside County: Jeff Stone, Riverside County • Thomas Buckley, Lake Elsinore • Bonnie Flickinger, Moreno Valley • Ron Ivorridge, Riverside • Dennis Petris, Cathedral City • Ron Roberts, Temecula

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Ventura County: Judy Milash, Ventura County • Glyn Bevans, Simi Valley • Carl Morehouse, San Buenaventura • Tom Young, Port Hueneme

Orange County Transportation Authority: Lou Correa, County of Orange

Riverside County Transportation Commission: Robin Lowe, Hemet

Ventura County Transportation Commission: Keith Milhouse, Moorpark

Source: 2006

April Grayson, Intergovernmental Review, SCAG, September 21, 2006

21 September 2006

Mr. Charles Fahie, AICP, Senior Planner
City of Fontana, Community Development Department
8353 Sierra Avenue
Fontana, CA 92335

**RE: Comments on the Notice of Availability of a Draft Environmental Impact Report for the Ventana at Duncan Canyon Specific Plan
SCAG No. I20060557**

Dear Mr. Fahie:

Thank you for submitting the Draft Environmental Report for the above-mentioned project to SCAG for review and comment. As areawide clearinghouse for regionally significant projects, SCAG reviews the consistency of local plans, projects, and programs with regional plans. This activity is based on SCAG's responsibilities as a regional planning organization pursuant to state and federal laws and regulations. Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of regional goals and policies.

SCAG staff has evaluated your submission for consistency with the Regional Comprehensive Plan and Guide (RCPG), Regional Transportation Plan, and Compass Growth Vision. As noted in Section 4.2 of the Land Use & Planning section of the DEIR, SCAG's policies and forecasts were addressed appropriately and the DEIR has provided sufficient explanation of how the plan helps meet and support regional goals. Based on the information provided in the DEIR we have no further comments.

A description of the proposed Plan was published in the August 1-15, 2006 Intergovernmental Review Clearinghouse Report for public review and comment.

If you have any questions, please contact me at (213) 236-1858. Thank you.

Sincerely,

April Grayson
Associate Regional Planner
Intergovernmental Review

DOCS # 127343 v1

Response: Comment noted. No response required.

Greg Holmes, California Department of Toxic Substances Control, September 25, 2006



Linda S. Adams
Secretary for
Environmental Protection



Department of Toxic Substances Control

Maureen F. Gorsen, Director
5796 Corporate Avenue
Cypress, California 90630



Arnold Schwarzenegger
Governor

September 25, 2006

Mr. Charles Fahie
City of Fontana, Planning Department
8353 Sierra Avenue
Fontana, California 92335

**NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT
(EIR) FOR VENTANA AT DUNCAN CANYON SPECIFIC PLAN PROJECT
(SCH#2005111048)**

Dear Mr. Fahie:

The Department of Toxic Substances Control (DTSC) has received your submitted (EIR) document for the above-mentioned project. As stated in your document: "The Ventana at Duncan Specific Plan proposes the development of a mixed-use community with up to 842 residential condominium units and 574,500 square feet of commercial retail and office uses. The project proposes the realignment of Lytle Creek Road, including the abandonment of the existing roadway and the construction of the roadway through the site. The site project was historically an agricultural area with scattered residential uses".

Based on the review of the submitted document DTSC has comments as follows:

1. The draft EIR needs to identify and determine whether current or historic uses at the Project site have resulted in any release of hazardous wastes/substances at the Project area.
2. The draft EIR needs to identify any known or potentially contaminated sites within the proposed Project area. For all identified sites, the draft EIR should evaluate whether conditions at the site pose a threat to human health or the environment. Following are the databases of some of the regulatory agencies:
 - National Priorities List (NPL): A list is maintained by the United States Environmental Protection Agency (U.S.EPA).
 - CalSites: A Database primarily used by the California Department of Toxic Substances Control.

Response 1: A Phase 1 ESA was prepared for the project site and the findings of the ESA are summarized in Section 4.15 of the EIR. The discussion includes current and historic uses on and near the site.

Response 2: Known hazardous material sites in the area are discussed on page 4.15-1 of the EIR. These users were based on a review of government databases, as provided in the Phase 1 ESA, as well as surveys of the project area. The Phase 1 ESA and the accompanying database search are provided in Appendix L of the EIR.

Mr. Charles Fahie
September 25, 2006
Page 2

- Resource Conservation and Recovery Information System (RCRIS): A database of RCRA facilities that is maintained by U.S. EPA.
- Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS): A database of CERCLA sites that is maintained by U.S. EPA.
- Solid Waste Information System (SWIS): A database provided by the California Integrated Waste Management Board which consists of both open as well as closed and inactive solid waste disposal facilities and transfer stations.
- Leaking Underground Storage Tanks (LUST) / Spills, Leaks, Investigations and Cleanups (SLIC): A list that is maintained by Regional Water Quality Control Boards (RWQCBs).
- Local County and City maintain lists for hazardous substances cleanup sites and leaking underground storage tanks.

3. The draft EIR should identify the mechanism to initiate any required investigation and/or remediation for any site that may be contaminated, and the government agency to provide appropriate regulatory oversight. If hazardous materials or wastes were stored at the site, an environmental assessment should be conducted to determine if a release has occurred. If so, further studies should be carried out to delineate the nature and extent of the contamination, and the potential threat to public health and/or the environment should be evaluated. It may be necessary to determine if an expedited response action is required to reduce existing or potential threats to public health or the environment. If no immediate threat exists, the final remedy should be implemented in compliance with state laws, regulations and policies.
4. The subject property was previously used for agriculture, onsite soils could contain pesticide residues. Proper investigation and remedial action may be necessary to ensure the site does not pose a risk to the future residents.
5. All environmental investigations, sampling and/or remediation should be conducted under a Workplan approved and overseen by a regulatory agency that has jurisdiction to oversee hazardous waste cleanup. The findings and sampling results from the subsequent report should be clearly summarized in the EIR.
6. Proper investigation, sampling and remedial actions, if necessary, should be conducted at the site prior to the new development or any construction and overseen by a regulatory agency.

These databases were reviewed in the course of the ESA preparation.

Response 3: As discussed in Section 4.15, the Phase 1 ESA identified the potential for historic agricultural operations to have used hazardous materials such as fertilizers, pesticides and herbicides and for chemical residues and environmentally persistent pesticides to be present in the on-site soils. Mitigation Measure 4.15.1 has been provided for the testing of top soils and remediation of identified hazardous materials in compliance with applicable regulations and policies. In addition, the discussion acknowledges that asbestos and lead-based paint may be present in structures that would be renovated or demolished. Mitigation Measure 4.15.2 provides for the removal and disposal of these hazardous wastes in accordance with applicable regulations.

Response 4: Mitigation Measure 4.15.1 calls for the testing of topsoil within the areas previously used for agriculture and remediation and/or removal of contaminated soils in accordance with applicable regulations.

Response 5: Standard Condition 4.15.1 states that construction activities and commercial developments that utilize hazardous materials shall comply with applicable regulations regarding hazardous materials use, handling, storage, transport, and disposal.

Response 6: Mitigation Measures 4.15.1 and 4.15.2 specifically state that these measures shall be implemented prior to grading and construction and prior to the renovation, relocation or demolition of the existing buildings.

Mr. Charles Fahie
September 25, 2006
Page 3

7. If any property adjacent to the project site is contaminated with hazardous chemicals, and if the proposed project is within 2,000 feet from a contaminated site, then the proposed development may fall within the "Border Zone of a Contaminated Property". Appropriate precautions should be taken prior to construction if the proposed project is within a "Border Zone Property".
8. Human health and the environment of sensitive receptors should be protected during the construction or demolition activities. A study of the site overseen by the appropriate government agency might have to be conducted to determine if there are, have been, or will be, any releases of hazardous materials that may pose a risk to human health or the environment.
9. If it is determined that hazardous wastes are, or will be, generated by the proposed operations, the wastes must be managed in accordance with the California Hazardous Waste Control Law (California Health and Safety Code, Division 20, chapter 6.5) and the Hazardous Waste Control Regulations (California Code of Regulations, Title 22, Division 4.5). If so, the facility should obtain a United States Environmental Protection Agency Identification Number by contacting (800) 618-6942.
10. If hazardous wastes are (a) stored in tanks or containers for more than ninety days, (b) treated onsite, or (c) disposed of onsite, then a permit from DTSC may be required. If so, the facility should contact DTSC at (818) 551-2171 to initiate pre application discussions and determine the permitting process applicable to the facility.
11. Certain hazardous waste treatment processes may require authorization from the local Certified Unified Program Agency (CUPA). Information about the requirement for authorization can be obtained by contacting your local CUPA.
12. If the project plans include discharging wastewater to a storm drain, you may be required to obtain a wastewater discharge permit from the overseeing Regional Water Quality Control Board.
13. If during construction/demolition of the project, soil and/or groundwater contamination is suspected, construction/demolition in the area should cease and appropriate health and safety procedures should be implemented. If it is determined that contaminated soil and/or groundwater exist, the EIR should identify how any required investigation and/or remediation will be conducted, and the appropriate government agency to provide regulatory oversight.

Response 7: Based on the findings of the Phase 1 ESA, the project site is not located near a property that is contaminated with hazardous chemicals or within 2,000 feet of a contaminated site. Thus, the project site is not within the "Border Zone of a Contaminated Property".

Response 8: Mitigation Measure 4.15.1 calls for the sampling of topsoil within the areas previously used for agriculture and remediation and/or removal of contaminated soils in accordance with applicable regulations. Mitigation Measure 4.15.2 calls for the testing and removal and disposal of asbestos-containing materials and lead-based paint in accordance with applicable regulations.

Response 9: Standard Condition 4.15.1 states that construction activities and commercial developments that utilize hazardous materials shall comply with applicable regulations regarding hazardous materials use, handling, storage, transport, and disposal.

Response 10: See Response 9 above. Hazardous waste storage and disposal shall be made in accordance with current regulations.

Response 11: Comment noted. See Response 9 above.

Response 12: Comment noted. See Response 9 above.

Response 13: Standard Condition 4.15-4 on page 4.14-6 addresses the procedures for dealing with unusual soil staining and/or odors during grading and excavation activities.

Mr. Charles Fahie
September 25, 2006
Page 4

14. During project construction and implementation, handle, store, transport, and dispose of all chemical, including herbicides and pesticides, runoff, hazardous materials and waste used on, or at, the project site, should be accordance with applicable local, state, and federal regulations.
15. If structures on the Project Site contain potentially hazardous materials, such as; asbestos-containing material, lead-based paint, and mercury- or PCB-containing material, such materials should be removed properly prior to demolition, and disposed of at appropriate landfills or recycled, in accordance with the regulatory guidance provided in California Code of Regulation (CCR) and following the requirements of the Universal Waste Rule (40 CFR part9).

If you have any questions regarding this letter, please contact me at (714) 484-5461 or Mr. Al Shami, Project Manager, at (714) 484-5472 or at "ashami@dtsc.ca.gov".

Sincerely,



Greg Holmes
Unit Chief
Southern California Cleanup Operations Branch - Cypress Office

cc: Governor's Office of Planning and Research
State Clearinghouse
P.O. Box 3044
Sacramento, California 95812-3044

Mr. Guenther W. Moskat, Chief
Planning and Environmental Analysis Section
CEQA Tracking Center
Department of Toxic Substances Control
P.O. Box 806
Sacramento, California 95812-0806

CEQA #1513
1529

Response 14: Standard Condition 4.15.1 states that construction activities and commercial developments that utilize hazardous materials shall comply with applicable regulations regarding hazardous materials use, handling, storage, transport, and disposal.

Response 15: Mitigation Measure 4.15.2 calls for the testing and removal and disposal of asbestos-containing materials and lead-based paint in accordance with applicable regulations. Condition 4.15.1 states that hazardous waste storage and disposal shall be made in accordance with current regulations.



September 28, 2006

Mervin Acebo, Omnitrans, September 28, 2006



Mr. Charles Fahie
Senior Planner
City of Fontana
8353 Sierra Avenue
Fontana, California 92335

RE: Ventana at Duncan Canyon Specific Plan

Dear Mr. Fahie:

Thank you for the opportunity to comment on the above-stated document. The project is a Specific Plan for a mixed-use community with up to 842 residential condominium units, approximately 211,570 square feet of retail commercial uses, and 362,930 square feet of office uses.

1 Omnitrans is working on its 2008-2013 Short Range Transit Plan (SRTP) and will determine how service can be incorporated into the development. As of right now, Omnitrans foresees potential stop locations at the intersections of Duncan Canyon Road at Citrus Avenue and Lytle Creek Road. Stops are spaced 1/5-mile apart and at major destinations. Far-side stops, a stop placed after an intersection, are preferred at these intersections since it forces passengers to cross the street behind instead of in front of the bus. Moreover, these intersections should be signalized to allow pedestrians to cross the street safely.

2 As noted in the EIR, Omnitrans will work with the City to identify future fixed-route service and other issues related to bus stops. Should shelters and amenities be constructed, please ensure that the shelters comply with the Americans with Disabilities Act Accessibility Guidelines (ADAAG) to ensure that the shelters comply with the latest ADA standards.

Thank you again for allowing us to review the project. If you have any questions, please call me at 909.379.7256 or email mervin.acebo@omnitrans.org.

Sincerely,

Mervin Acebo
Associate Planner

cc: Allen Wild, Stops and Stations Supervisor

Omnitrans • 1700 West Fifth Street • San Bernardino, CA 92411
Phone: 909-379-7100 • Web site: www.omnitrans.org • Fax: 909-889-5779

Serving the communities of Chino, Chino Hills, Colton, County of San Bernardino, Fontana, Grand Terrace, Highland, Loma Linda, Montclair, Ontario, Rancho Cucamonga, Redlands, Rialto, San Bernardino, Upland and Yucaipa.

Response 1: Traffic signals are planned at the intersections of Duncan Canyon Road with Lytle Creek Road and Citrus Avenue, where future bus stops would be located.

Response 2: The developer has coordinated with Omnitrans on the location of future bus stops along Duncan Canyon Road and Citrus Avenue. The Circulation section of the Specific Plan also states that bus turnouts are being provided along Duncan Canyon Road and Citrus Avenue as requested by Omnitrans. All bus stops and future shelter designs shall comply with American Disabilities Act Accessibility Guidelines (ADAAG) to ensure that the shelters comply with the latest ADA standards.

Gordon Mize, SCAQMD, September 28, 2006

From: Gordon Mize [mailto:gmize@aqmd.gov]
Sent: Thursday, September 28, 2006 2:07 PM
To: Charles Fahie
Subject: Comments for the Proposed Ventana at Duncan Canyon Specific Plan Draft EIR

Mr. Charles Fahie, AICP, Senior Planner
City of Fontana
Community Development Department
8353 Sierra Avenue
Fontana, CA 92335

The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the above-mentioned document. The following comments are meant as guidance for the Lead Agency and should be incorporated into the Final Environmental Impact Report.

Air Quality Analysis

1. In section 4.5 Air Quality on page 4.5-8, the lead agency references using the URBEMIS2002 computer model to estimate short- and long-term air quality impacts but the URBEMIS2002 output sheets were not included in the Draft EIR. In the Final EIR and for future ceqa documents, please include supporting documentation including modeling output sheets, CO hotspot analysis documentation, traffic report information including level of service and volume to capacity information, and documentation for any localized significance threshold analysis performed.
2. In the narration and in Table 4.5-3 of the air quality analysis, the lead agency did not discuss the methodology, assumptions, equations, emission factors, etc. or break out the emissions from architectural coating or asphalt paving during the building construction phase of the proposed project (see also comment #1). It is recommended that this information and emission estimates be incorporated into the Final EIR to account for these emissions and to demonstrate that construction emissions from volatile organic compounds are less than significant.
3. On page 3-7 of the project description, the lead agency describes the realignment of Lytle Creek Road, the construction of a six-lane Duncan Canyon Road and other roadway improvements, but in the Air Quality Section it is not clear if the road construction emission estimates were included in Table 4.5-3 (Construction Activity Emissions). It is recommended that in the Final EIR, Table 4.5-3 list the road construction air quality impacts separate from site preparation and construction emissions estimated for the residential condominiums, retail commercial, office, etc. to account for both the road construction and mixed-use construction described in the project description (see also comment #2).

Response 1: The Air Quality Analysis was provided as Appendix D of the Draft EIR, which included the output sheets of the URBEMIS2002 model and the CO hotspot analysis documentation. Appendix C of the Draft EIR was the Traffic Study, on which the assumptions in the Air Quality Analysis were based. These appendices were provided with the Draft EIR.

Response 2: The discussion in Section 4.5, including Table 4.5-3, was summarized from the Air Quality Analysis provided as Appendix D of the Draft EIR.

Response 3: The estimate of construction emissions assumes roadway construction as part of the development. However, to provide a worst-case scenario, emissions associated with roadway and infrastructure construction have been provided separately from emissions associated with site preparation and building construction in Table 4.5-3 on page 4.5-8.

4. The Draft EIR describes residences located east of the proposed site. If these residences are located less than a quarter-mile from the proposed site, a localized air quality analysis may be warranted to ensure that the existing residents are not adversely affected by the construction activities that are occurring in close proximity. SCAQMD guidance for performing a localized air quality analysis can be found at the following web address:
<http://www.aqmd.gov/ceqa/handbook/LST/LST.html>.

Construction Mitigation Measures

5. The SCAQMD recommends that the lead agency consider the following additional mitigation measure, if applicable and feasible, to reduce VOC emissions from construction activities should the lead agency's estimates of VOC emission impacts prove to be significant (see comment #2):

Recommended Additions:

- * Contractors shall use high-pressure-low-volume (HPLV) paint applicators with a minimum transfer efficiency of at least 50% or other application techniques with equivalent or higher transfer efficiency.
- * Use required coatings and solvents with a VOC content lower than required under Rule 1113.
- * Construct/build with materials that do not require painting
- * Use pre-painted construction materials.

6. Because the lead agency has determined that short-term (construction) air quality impacts from the proposed project are estimated to exceed the established SCAQMD daily significance thresholds for particulate matter (PM10) and oxides of nitrogen (NOx), the SCAQMD recommends that the lead agency consider modifying the following mitigation measures and adding additional mitigation measures to further reduce construction air quality impacts from the project, if applicable and feasible:

Recommended changes:

The following changes are recommended for Mitigation Measure 4.5.1 to reduce fugitive dust:

- * Apply water (specify the frequency: for example, at least three times per day) or other dust control compounds according to manufacturer's specifications to prevent the formation of visible dust plumes beyond the project site boundary, or longer than 100 feet behind any piece of moving equipment.
- * Suspend all excavating and grading operations Limit the simultaneous disturbance area to as small an area as practical when winds (as instantaneous gusts) exceed 25 mph.

The following changes are recommended for Mitigation Measure 4.5.2 to reduce NOx:

- * Require 90-day low-NOx tune-ups for all on- and off-road equipment according to manufacturers' specifications. Such controls are expected to reduce daily NOx emissions from all off- and on-road equipment, but not to less -than-significant levels.

Response 4: Existing residences are located west of the site across the I-15 Freeway and south of the site and the SCE right-of-way. The vacant land east of the site is not occupied by residences. The nearest residence to the east is located on 42nd Street, off Sierra Avenue and more than ½ mile northeast of the site. Another residence is located on Sierra Avenue, northeast of the site and over a mile away.

Response 5: The recommended additions have been added under Mitigation Measure 4.5.2 in the EIR.

Response 6: The recommended changes have been made to Mitigation Measure 4.5.1 in the EIR.

Response 7: The recommended changes have been made to Mitigation Measure 4.5.2 in the EIR.

- * Limit allowable idling to 5 minutes for trucks and heavy equipment on and off site before shutting the equipment down.
- * Give preference to contractors using equipment that meet or exceed Tier 2 standards; use emulsified diesel fuels; and equip construction equipment with oxidation catalysts, soot traps or other verified/certified retrofit technologies, etc modern emissions control technology.

PM10

Recommended Additions:

- * Apply non-toxic soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for ten days or more).
- * Install wheel washers where vehicles enter and exit the construction site onto paved roads or wash off trucks and any equipment leaving the site each trip.
- * Appoint a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM10 generation.
- * All streets shall be swept at least once a day using SCAQMD Rule 1186 certified street sweepers or roadway washing trucks if visible soil materials are carried to adjacent streets (recommend water sweepers with reclaimed water).
- * Pave road and road shoulders; and
- * Traffic speeds on all unpaved roads to be reduced to 15 mph or less.

NOx

Recommended Additions:

- * Alternative fueled off-road equipment;
- * Use street sweepers that comply with SCAQMD Rules 1186 and 1186.1;
- * Use electricity from power poles rather than temporary diesel or gasoline power generators;
- * Configure construction parking to minimize traffic interference.
- * Provide temporary traffic controls such as a flag person, during all phases of construction to maintain smooth traffic flow.
- * Provide dedicated turn lanes for movement of construction trucks and equipment on- and off-site.
- * Schedule construction activities that affect traffic flow on the arterial system to off-peak hour to the extent practicable;
- * Reroute construction trucks away from congested streets or sensitive receptor areas;
- * Improve traffic flow by signal synchronization.

Pursuant to Public Resources Code Section 21092.5, please provide the SCAQMD with written responses to all comments contained herein prior to the adoption of the Final Environmental Impact Report. The SCAQMD staff would be happy to work with the Lead Agency to address these issues and any other questions that may arise. Please contact me at (909) 396-3302, if you have any questions regarding these comments.

Gordon E. Mize

7

Response 8: The recommended additions have been added under Mitigation Measure 4.5.1 in the EIR.

8

Response 9: The recommended additions have been added under Mitigation Measure 4.5.2 in the EIR.

9

Response 10: Responses to comments have been provided to the individuals and agencies that provided comments on the Draft EIR.

10

Terry Roberts, Director, State Clearinghouse, Office of Planning and Research, September 28, 2006



STATE OF CALIFORNIA

Governor's Office of Planning and Research
State Clearinghouse and Planning Unit

Arnold Schwarzenegger
Governor



Sean Walsh
Director

September 28, 2006

Charles Fahie
City of Fontana
8353 Sierra Avenue
Fontana, CA 92335

Subject: Ventana at Duncan Canyon Specific Plan
SCH#: 2005111048

Dear Charles Fahie:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on September 27, 2006, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

A handwritten signature of Terry Roberts.

Terry Roberts
Director, State Clearinghouse

Enclosures
cc: Resources Agency

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
TEL (916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

VENTANA AT DUNCAN CANYON SPECIFIC PLAN

SECTION 11.0 – RESPONSE TO COMMENTS (CONTINUED)

Document Details Report
State Clearinghouse Data Base

SCH# 2005111048
Project Title Ventana at Duncan Canyon Specific Plan
Lead Agency Fontana, City of

Type EIR Draft EIR
Description The Ventana at Duncan Canyon Specific Plan proposes the development of a mixed-use community with up to 842 residential condominium units and 574,000 square feet of commercial retail and office uses. The project proposes the realignment of Lytle Creek Road, including the abandonment of the existing roadway and the construction of the roadway through the site.

Lead Agency Contact

Name	Charles Fahie
Agency	City of Fontana
Phone	909 350-6724
email	
Address	8353 Sierra Avenue
City	Fontana
	State CA Zip 92335

Project Location

County	San Bernardino
City	Fontana
Region	
Cross Streets	Citrus Avenue, Lytle Creek Road, and Duncan Canyon Road
Parcel No.	
Township	
Range	
Section	
Base	

Proximity to:

Highways	I-15
Airports	
Railways	
Waterways	
Schools	Fontana Unified School District
Land Use	

Project Issues Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Cumulative Effects; Drainage/Absorption; Flood Plain/Flooding; Geologic/Seismic; Growth Inducing; Landuse; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wildlife

Reviewing Agencies Resources Agency; Department of Conservation; Department of Fish and Game, Region 6; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, District 8; Department of Housing and Community Development; Department of Health Services; Integrated Waste Management Board; Regional Water Quality Control Board, Region 7; Department of Toxic Substances Control; Native American Heritage Commission

Date Received 08/14/2006 **Start of Review** 08/14/2006 **End of Review** 09/27/2006

Response: Comment noted. No response required.

Note: Blanks in data fields result from insufficient information provided by lead agency.

CIFIC PLAN

11.3 CHANGES TO DRAFT EIR

Based on the comments and responses to comments, changes have been made to the text of the Final EIR as referenced in the applicable response(s) to comments and responses. These changes clarify the analysis or refine the standard conditions and mitigation measures proposed for the project. No major changes to the EIR have been made nor have changes to the conclusions of the environmental analysis occurred.

Table 4.4-3 on page 4.4-10 has been revised to reflect a more accurate estimate of vehicle delays. The revised table is provided below.

TABLE 4.4-3
BUILDOUT (YEAR 2030) PEAK HOUR INTERSECTION LOS

Intersection	AM Peak Hour		PM Peak Hour	
	Delay in seconds	LOS	Delay in seconds	LOS
Lytle Creek Road at Summit Avenue	24.1	C	26.8	C
Duncan Canyon Road at Lytle Creek Road (W leg)	21.2	C	26.3	C
Duncan Canyon Road at Lytle Creek Road (E leg)	21.6	C	22.8	C
Knox Avenue at Lytle Creek Road	<u>0.56.6</u>	A	<u>0.71.5</u>	A
Beech Avenue at I-15 NB ramp	<u>24.95.0</u>	C	30.7	C
Beech Avenue at I-15 SB ramp	28.8	C	29.3	C
Beech Avenue at Summit Avenue	<u>29.65.0</u>	C	<u>35.74.6</u>	<u>ED</u>
Duncan Canyon Road at I-5 NB ramp	16.4	B	21.2	C
Duncan Canyon Road at I-5 SB ramp	5.9	A	9.8	A
Duncan Canyon Road at Citrus Avenue	20.9	C	23.9	C
Citrus Avenue at Summit Avenue	27.1	C	25.4	C
LOS = Level of Service				
Source: Traffic Study, 2006				

The first sentence below Table 4.4-3 on page 4.4-10 has also been revised to reflect the information in the table. This sentence now reads:

By 2030, all intersections would operate at LOS C or better during the AM and PM peak hours, except for Beech/Summit Avenue, assuming planned roadway improvements are implemented in the project area.

Table 4.4-4 on page 4.4-13 has been revised to reflect a more accurate estimate of vehicle delays. The revised table is provided below.

TABLE 4.4-4
BUILDOUT WITH PROJECT PEAK HOUR INTERSECTION LOS

Intersection	AM Peak Hour		PM Peak Hour	
	Delay in seconds	LOS	Delay in seconds	LOS
Lytle Creek Road at Summit Avenue	25.9	C	26.9	C
Duncan Canyon Road at Lytle Creek Road (W leg)	22.1	C	26.3	C
Duncan Canyon Road at Lytle Creek Road (E leg)	29.5	C	31.3	C
Knox Avenue at Lytle Creek Road	18.96.8	B	18.420.5	BC
Beech Avenue at I-15 NB ramp	25.0	C	30.7	C
Beech Avenue at I-15 SB ramp	28.9	C	29.8	C
Beech Avenue at Summit Avenue	29.55.2	C	34.935.6	CD
Duncan Canyon Road at I-5 NB ramp	17.7	B	24.2	C
Duncan Canyon Road at I-5 SB ramp	8.5	A	10.3	B
Duncan Canyon Road at Citrus Avenue	27.6	C	29.9	C
Citrus Avenue at Summit Avenue	23.7	C	24.8	C
Lytle Creek Road at Street A	3.5	A	3.6	A
LOS = Level of Service				
Source: Traffic Study, 2006				

The first sentence below Table 4.4-4 on page 4.4-13 has also been revised to reflect the information in the table. This sentence now reads:

With the addition of vehicle trips from future development under the proposed Specific Plan, all intersections would still operate at LOS C or better during both the AM and PM peak hours, except for the Summit/Beech Avenue intersection.

Table 4.4-5 on page 4.4-13 has been revised to reflect a more accurate estimate of vehicle delays. The revised table is provided below.

TABLE 4.4-5
CHANGE IN INTERSECTION LOS – AM PEAK HOUR

Intersection	Buildout without Project	Buildout with Project	Increase in delay	Impact?
Lytle Creek Road at Summit Avenue	24.1 C	25.6 C	1.8	No
Duncan Canyon Road at Lytle Creek Road (W leg)	21.2 C	22.1 C	0.9	No
Duncan Canyon Road at Lytle Creek Road (E leg)	21.6 C	29.5 C	7.9	No
Knox Avenue at Lytle Creek Road	0.56.6 A	18.96.8 B	126.3	No
Beech Avenue at I-15 NB ramp	24.9 C	25.0 C	0.1	No
Beech Avenue at I-15 SB ramp	28.8 C	28.9 C	0.1	No
Beech Avenue at Summit Avenue	29.65.0 C	29.5.2 C	-0.12	No
Duncan Canyon Road at I-5 NB ramp	16.4 B	17.7 B	1.3	No
Duncan Canyon Road at I-5 SB ramp	5.9 A	8.5 A	2.6	No
Duncan Canyon Road at Citrus Avenue	20.9 C	27.6 C	6.7	No

TABLE 4.4-5
CHANGE IN INTERSECTION LOS – AM PEAK HOUR

Intersection	Buildout without Project	Buildout with Project	Increase in delay	Impact?
Citrus Avenue at Summit Avenue	27.1 C	23.7 C	-3.4	No
Lytle Creek Road at Street A	N/A	3.5 A	3.5	No
LOS = Level of Service				
Source: Traffic Study, 2006				

Table 4.4-6 on page 4.4-14 has been revised to reflect a more accurate estimate of vehicle delays. The revised table is provided below.

TABLE 4.4-6
CHANGE IN INTERSECTION LOS – PM PEAK HOUR

Intersection	Buildout without Project	Buildout with Project	Increase in delay	Impact?
Lytle Creek Road at Summit Avenue	26.8 C	26.9 C	0.1	No
Duncan Canyon Road at Lytle Creek Road (W leg)	26.3 C	26.3 C	0.0	No
Duncan Canyon Road at Lytle Creek Road (E leg)	22.8 C	31.3 C	8.5	No
Knox Avenue at Lytle Creek Road	0.71.5 A	18.420.5 CB	19.07.7	No
Beech Avenue at I-15 NB ramp	30.7 C	30.7 C	0.0	No
Beech Avenue at I-15 SB ramp	29.3 C	29.8 C	0.5	No
Beech Avenue at Summit Avenue	35.74.6 DC	35.64.9 DC	-0.13	No
Duncan Canyon Road at I-5 NB ramp	21.2 C	24.2 C	3.0	No
Duncan Canyon Road at I-5 SB ramp	9.8 A	10.3 B	0.5	No
Duncan Canyon Road at Citrus Avenue	23.9 C	29.9 C	6.0	No
Citrus Avenue at Summit Avenue	25.4 C	24.8 C	-0.6	No
Lytle Creek Road at Street A	N/A	3.6 A	3.6	No
LOS = Level of Service				
Source: Traffic Study, 2006				

The first paragraph below Table 4.4-6 on page 4.4-14 has also been revised to reflect the information in the table. This paragraph now reads:

During the PM peak hour, the proposed project would lead to increases in vehicle delays at area intersections and some changes in LOS. However, projected LOS conditions would still remain at LOS C or better, except for the Summit/Beech Avenue intersection. Still, the project itself would reduce the vehicle delay at this intersection and thus, would not create adverse impacts.

Table 4.5-3 on page 4.5-8 has been revised to include roadway and infrastructure construction emissions. The revised table is provided below.

TABLE 4.5-3
CONSTRUCTION ACTIVITY EMISSIONS (lbs/day)

	ROG	NOx	CO	SO ₂	PM ₁₀	PM ₁₀ Exhaust	PM ₁₀ Dust
Clearing and Grading	45.3	317.4	377.3	0.0	204.2	14.2	190.0
<u>Roadways and Infrastructure</u>	<u>17.2</u>	<u>180.7</u>	<u>81.2</u>	<u>29.9</u>	<u>9.0</u>	<u>--</u>	<u>--</u>
Construction and Paving	66.5	43.7	115.0	0.0	2.7	1.8	1.1
SCAQMD Threshold	75.0	100.0	550.0	150.0	150.0		
Source: Air Quality Analysis, 2006							

The first sentence below Table 4.5-3 on page 4.5-8 has also been revised to reflect the information in the table. This sentence now reads:

As shown, NOx and PM₁₀ emissions would exceed SCAQMD thresholds during clearing and grading activities and roadway and infrastructure construction on-site. This is regarded as a significant impact.

Mitigation Measure 4.5.1 on pages S-6 to S-7, 4.5-5, and 10-7 to 10-8 has been modified to include other measures for dust control and now reads:

Mitigation Measure 4.5.1: Dust control during grading activities on the site shall implement best available control measures (BACMs) exceeding the minimum dust control requirements of SCAQMD Rule 403. Recommended construction activity mitigation includes:

- ◆ *Apply water at least three times per day or other dust control compounds according to manufacturer's specifications to prevent the formation of visible dust plumes beyond the project site boundary, or longer than 100 feet behind any piece of moving equipment.*
- ◆ *Prepare a high wind dust control plan and implement plan elements.*
- ◆ *Suspend all excavating and grading operations or limit the simultaneous disturbance area to as small an area as practical when winds exceed 25 mph.*
- ◆ *Stabilize previously disturbed areas if subsequent construction is delayed.*
- ◆ *Apply non-toxic soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for ten days or more).*
- ◆ *Install wheel washers where vehicles enter and exit the construction site onto paved roads or wash off trucks and any equipment leaving the site each trip.*
- ◆ *Appoint a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM10 generation.*
- ◆ *All streets shall be swept at least once a day using SCAQMD Rule 1186 certified street sweepers or roadway washing trucks if visible soil materials are carried to adjacent streets (recommend water sweepers with reclaimed water).*
- ◆ *Pave road and road shoulders; and*

- ◆ Traffic speeds on all unpaved roads to be reduced to 15 mph or less.

Mitigation Measure 4.5.2 on pages S-7 to S-8, 4.5-16 to 4.5-17, and 10-8 to 10-9 has been modified to include other measures to reduce NOx emissions and now reads:

Mitigation Measure 4.5.2: The following measures shall be implemented to reduce NOx pollutant emissions during construction:

- ◆ Require 90-day low-NOx tune-ups for off-road equipment, according to manufacturers' specifications. Such controls are expected to reduce daily NOx emissions from all off- and on-road equipment, but not to less-than-significant levels.
- ◆ Limit allowable idling to 5 minutes for trucks and heavy equipment before shutting the equipment down.
- ◆ Give preference to contractors using construction equipment that meet or exceed Tier 2 standards; use emulsified diesel fuels; construction equipment with oxidation catalysts, soot traps or other verified/certified retrofit technologies, and other modern emissions control technology.
- ◆ Contractors shall use high-pressure-low-volume (HPLV) paint applicators with a minimum transfer efficiency of at least 50% or other application techniques with equivalent or higher transfer efficiency.
- ◆ Project construction shall use required coatings and solvents with a VOC content lower than required under Rule 1113.
- ◆ The project shall construct/build with materials that do not require painting, to the extent feasible.
- ◆ The project shall use pre-painted construction materials, to the extent feasible.
- ◆ Alternative fueled off-road equipment, to the extent feasible.
- ◆ Use street sweepers that comply with SCAQMD Rules 1186 and 1186.1.
- ◆ Use electricity from power poles rather than temporary diesel or gasoline power generators.
- ◆ Configure construction parking to minimize traffic interference.
- ◆ Provide temporary traffic controls such as a flag person, during all phases of construction to maintain smooth traffic flow.
- ◆ Provide dedicated turn lanes for movement of construction trucks and equipment on- and off-site.
- ◆ Schedule construction activities that affect traffic flow on the arterial system to off-peak hour to the extent practicable.
- ◆ Reroute construction trucks away from congested streets or sensitive receptor areas.
- ◆ Improve traffic flow by signal synchronization.

Standard Condition 4.14.1 on pages S-18, 4.14-5, and 10-5 has been modified to add a sentence regarding compliance with West Valley Water District rules and regulations. This condition now reads:

Standard Condition 4.14.1: The developer shall coordinate with the West Valley Water District on water line extensions to serve individual parcels and building pads on the site. All water facilities shall be constructed in accordance with the District's rules and regulations and Standards for Domestic Water Facilities.

As indicated earlier, these changes clarify the discussion in the EIR or refine the standard conditions and mitigation measures but do not alter the analysis or conclusions in the document.

SECTION 12.0: REFERENCES AND PREPARERS

12.1 REFERENCES

The following references were used in the preparation of the EIR and are available for review by the public at the offices of the City of Fontana, located at 8353 Sierra Avenue, Fontana, California 92335 or at the offices of David Evans and Associates at 800 North Haven Avenue, Suite 300, Ontario, California 91764 during normal business hours.

California Department of Conservation, Division of Mines and Geology, Mineral Land Classification for the Greater Los Angeles Area, Special Report 143, 1987.

California Department of Conservation, Division of Oil and Gas, California Oil, Gas and Geothermal Resources, Publication No TR03, 1988.

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City of Fontana, Circulation Master Plan, 2003.

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City of Fontana, Specific Plans/Community Plans map, March 22, 2005.

Converse Consultants, Preliminary Geotechnical Investigation, September 30, 2005.

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National Institute of Environmental Health Services and National Institutes of Health, EMF - Questions and Answers, June 2002.

PCR Services Corporation, Results of a Biological Constraints Analysis Conducted on the Duncan Canyon Project Site, City of Fontana, San Bernardino County, California, August 29, 2005.

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Southern California Association of Governments (SCAG), Regional Housing Needs Assessment, 2000.

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Thomas Brothers Maps; The Thomas Guide for San Bernardino and Riverside Counties; 2003.

Trumark Companies, Specific Plan Pre-Application, 2005.

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U. S. Department of Agriculture, Soil Conservation Service, Soil Survey of San Bernardino County, Southwestern Part, 1980.

U.S. Environmental Protection Agency, Noise from Construction Equipment and Operations, Building Equipment and Home Appliances, 1971.

U. S. Fish and Wildlife Service, National Wetlands Inventory, January 2002.

U.S. Geological Survey, 7 1/2 Minute Quadrangle for Fontana, 1980.

U.S. Geological Survey, 7 1/2 Minute Quadrangle for Devore, 1996.

U.S. Geological Survey, The Location, Extent and Hydrologic Characteristics of the Rialto-Colton Fault, San Bernardino County, California, (CA-552), 2000.

Wildermuth Environmental, Inc., Chino Basin Optimum Basin Management Plan, Final Initial State of the Basin Report, February, 2003.

World Health Organization, Establishing a Dialogue on Risks from Electromagnetic Fields, 2002.

Referenced Websites:

California Department of Finance

E-5 City/County Population and Housing Estimates, 1991-2000, with 1990 Census Counts

E-5 City/County Population and Housing Estimates, 2000, 2001, 2002, 2003, 2004, 2005, 2006

California Employment Development Department

Labor Force and Unemployment Rate for Cities, April 2006

City of Fontana
Business and Economic Development
Police Department
Municipal Code
General Plan

Fontana Library

Inland Empire Utilities Agency

Metrolink – Southern California's Commuter Rail System
Station Information/ Schedules

Southern California Air Quality Management District
Rules and Regulations

State of California
California Scenic Highway Program

12.2 PERSONS CONTACTED

Annesley Ignatius, *San Bernardino County Flood Control Planning Division*
Bruce Yonkers, *Southern California Gas Company*
Carla Pursel, *Fontana Development Services*
Craig Bruourton, *Fontana Planning Department*
Curtis Aaron, *Director of Public Works, City of Fontana*
David Kallmeyn, *Fontana Unified School District*
Dennis Wear, *Southern California Gas Company*
Eddie Escamilla, *Transmission Planner, Southern California Edison*
Erma Hurse, *San Bernardino County Waste Management Department*
Fernando Canon, *Chaffey Community College*
Genie Sanders, *Southern California Edison*
James Zielinski, *SBC Pacific Bell*
Joe Solis, *Southern California Gas Company*
Jonee, *San Bernardino County Fire Department*
Julie Rynerson, *San Bernardino County Planning Department*
Laurens Thurman, *San Bernardino Community College District*
Lewis McDonald, *Adelphia Cable*
Lon Tsai, *West Valley Water District*
Manuel Gonzales, *Southern California Gas Company*
Michelle Kim, *San Bernardino County Planning Department*
Mark Dvorak, *Mid-Valley Sanitary Landfill*
Marvin Cerdonio, *San Bernardino County Environmental Health Department*
Mervin Acebo, *Omnitrans*
Nancy Sansonetti, *San Bernardino County Department of Public Works*
Nasima, *Caltrans District 8*
Robert Ahrendt, *Southern California Edison*
Roger Clements, *San Bernardino County Library*
Romeo Reyes, *Southern California Edison*

Ron Pitman, *Inland Empire Utilities Agency*
Battalion Chief Tracy Carlton, *San Bernardino County Fire Station #72*
Captain Terry Holderness, *City of Fontana Police Department*
Yvonne Medina, *Fontana Unified School District*
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12.3 PREPARERS OF EIR

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National City, CA 91950
(619) 477-5333
Mitch Beauchamp, Biologist

A scoping meeting was held on December 15, 2005 at the City of Fontana Executive Conference Room to discuss the project and the environmental review process and to solicit comments on the environmental analysis to be included in the EIR. Affected public agencies and adjacent property owners were invited to the meeting.

Subsequent to completion of the Draft EIR, the document was subject to a public review period of 45 days, from August 15 to September 28, 2006, during which comments on the environmental analysis were accepted from interested agencies, groups, and individuals. Responses to these comments were prepared and incorporated into the Final EIR, as Section 11.0, *Response to Comments*. Responses were also sent to individual agencies that provided comments, prior to the certification of the Final EIR and the Fontana City Council's decision on the proposed Specific Plan.

PROJECT LOCATION AND SETTING

The northern section of Fontana sits at the base of the San Gabriel Mountains and was historically an agricultural area with scattered residential uses. The City's northern section is currently defined by the I-15 Freeway on the northwest, the SR-210 Freeway on the south, and the City of Rialto on the east. The majority of the land in this area is currently vacant, with high-voltage power transmission lines crossing the area at several locations. However, the North Fontana area has been experiencing rapid development within the last five years. New developments in the area have included several residential subdivisions north and south of the SR-210 Freeway and east and west of the I-15 Freeway, within the Sierra Lakes, Summit Heights, Citrus Heights, Coyote Canyon, and Westgate Specific Plan areas. In addition, several residential developments have been proposed on various parcels along Citrus, Sierra, and Summit Avenues and Lytle Creek Road. The North Fontana area now features a number of new residential communities and some commercial developments along the I-15 and SR-210 Freeways. Several other development proposals have been received by the City for residential and commercial developments along Sierra, Summit and Citrus Avenues and Lytle Creek Road.

The 103.31-acre project site is located in the northwestern section of the City of Fontana. The project site is bounded by Citrus Avenue on the east, the I-15 Freeway on the northwest, Lytle Creek Road on the west, and the SCE transmission line right-of-way on the south. The site is roughly triangular in shape, with one side following the edge of the I-15 Freeway, one side along Citrus Avenue and the third side along the SCE right-of-way. Duncan Canyon Road cuts through the site and Lytle Creek Road follows the I-15 Freeway from the site's southwestern corner.

The site is largely vacant but an approximately 1.28-acre area at the southeastern corner of Lytle Creek Road and Duncan Canyon Road is developed with a single-family residence and accessory structures.

Section 2.0, *Environmental Setting*, of the EIR discusses the project area in greater detail.

PROJECT DESCRIPTION

Trumark Companies is seeking to develop approximately 103.31 acres at the northwestern section of the City of Fontana under the proposed *Ventana at Duncan Canyon Specific Plan*. The proposed Specific Plan would regulate the development of a master planned mixed use community on the site. Planned developments on the site would include retail commercial and corporate office uses on the central section and northwestern boundary of the site, with residential villages at the southwestern and eastern sections of the site.

As many as 842 detached and attached condominium units would be constructed within four villages and in a mixed use central area, along with approximately 211,570 square feet of retail commercial, hotel and restaurant uses and approximately 362,930 square feet of office and research and development (R&D) uses. In addition, approximately 2.1 acres of parks and recreational areas would be provided, with 13.97 acres of land dedicated for streets and public rights-of-way.

The project would require approval of General Plan Amendment # 06-00010 to change the land use designations at the project site to General Commercial (C-G) for the proposed commercial planning areas and Multi-Family Residential (R-MF) for the proposed residential villages. Zone Change # 06-00007 would also be needed to rezone the site from Regional Mixed Use (RMU) to Specific Plan.

To connect the commercial retail activity center with the business activity center to the north, a pedestrian bridge is proposed over Duncan Canyon Road. The bridge would feature archways and columns across the roadway and serve as a focal point for the project site. One other pedestrian bridge would cross over Lytle Creek Road, to connect the residential village on the east to the commercial area on the west. Pocket parks and recreation areas are also proposed within each residential village.

Currently, the Fontana Circulation Master Plan shows Duncan Canyon Road as a Major Highway from Coyote Canyon Road to Lytle Creek Road and as a Primary Highway from Lytle Creek Road to Citrus Avenue. Lytle Creek Road is designated as a Secondary Highway with an undetermined alignment but generally running northeasterly from the southwestern corner of the site and then northerly across the site and northeasterly toward Citrus Avenue and Cypress Avenue northeast of the site.

Within the proposed Specific Plan, Duncan Canyon Road would be constructed as a Major Highway from the I-15 Freeway to Citrus Avenue. Citrus Avenue along the site boundaries would also be improved as a Primary Highway. The alignment of Lytle Creek Road would also be fixed and would be moved northeast of its present alignment as it crosses the SCE right-of-way at the southwest corner of the site. The road would then run along the north side of the SCE right-of-way, turning north at the center of the site, past Duncan Canyon Road, and then turning east to connect to Citrus Avenue at the northern section of the site. These roadway classification changes will be part of General Plan Amendment #06-00010, and will set the alignment of Lytle Creek Road in the Circulation Element of the Fontana General Plan. Duncan Canyon Road would become a Major Highway from Lytle Creek Road to Citrus Avenue. Citrus Avenue would be a Primary Highway north of Duncan Canyon Road. No change to the Secondary Highway designation of the segment of Lytle Creek Road south of Duncan Canyon Road is proposed under the Specific Plan. However, the segment north of Duncan Canyon Road would be reclassified as a Modified Collector and will end at a roundabout. An east-west Modified Collector would be added and would run east from the roundabout to connect Lytle Creek Road to Citrus Avenue.

Project Objectives

The developer is seeking to accomplish the following objectives with the proposed *Ventana at Duncan Canyon Specific Plan*:

- To actualize the City's vision for the Regional Mixed Use designation in North Fontana;
- To establish a unique window into North Fontana from the I-15 Freeway;
- To introduce a vibrant, pedestrian-oriented activity center in this area of the City;
- To integrate a mix of commercial, office and residential uses both vertically and horizontally; and
- To create a protected urban village environment that is unique to Fontana and the Inland Empire.

In keeping with these objectives, the proposed Specific Plan identifies the following goals:

- Enhance the Northern Fontana Visual Environment
- Create Jobs/Housing Balance
- Facilitate Revenue Generating Uses
- Facilitate a Walkable Village Environment

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

SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION

The *Ventana at Duncan Canyon Specific Plan* would regulate development on approximately 103.31 acres located west of Citrus Avenue and north and south of Duncan Canyon Road at the northern boundary of the City of Fontana. As a policy document, the adoption of the Specific Plan would not lead to direct or immediate changes to the environment. However, the implementation of the proposed Specific Plan would lead to as many as 842 residential condominium units and approximately 574,500 square feet of commercial retail, corporate office, restaurant, hotel, and research and development uses on the site.

The analysis in Section 4.0, *Environmental Impact Analysis*, of this EIR shows that development of the project site under the proposed Specific Plan is not expected to have any significant adverse impacts in terms of population and housing, mineral resources and agricultural resources. However, the analysis indicates that the proposed project has the potential for direct and indirect adverse environmental impacts associated with several other environmental issue areas, including land use and planning, transportation and circulation, air quality, noise, geology and soils, hydrology and water quality, biological resources, cultural resources, public services, utilities, hazards and human health, and aesthetics. These impacts would be associated with the construction and occupancy/operation of future residential and commercial developments on the site.

The EIR identifies standard conditions for some issue areas (such as land use and planning, transportation and circulation, public services, utilities, and aesthetics); where compliance with current City regulations or standard conditions is expected to result in the avoidance of potentially significant adverse impacts that could be generated by the project. For other issue areas (such as air quality, noise, geology and soils, hydrology and water quality, biological resources, cultural resources, and hazards and human health), both standard conditions and specific mitigation measures are necessary to reduce potentially significant adverse impacts to below a level of significance.

With the exception of air quality, the analysis in this EIR has determined that implementation of the proposed Specific Plan would not result in any significant unmitigated impacts, provided that standard conditions and the recommended mitigation measures presented in the EIR are incorporated into specific development projects that are allowed under the *Ventana at Duncan Canyon Specific Plan*. If the mitigation measures to avoid significant adverse impacts to the historical Lytle Creek Winery are not feasible, impacts on cultural resources would also remain significant and unmitigated.

Table S-1 summarizes the potential environmental impacts of the proposed Specific Plan by issue area, as analyzed in Section 4.0, *Environmental Impact Analysis*, of this EIR. The table also provides a summary of the standard conditions and the mitigation measures that would avoid or reduce potentially significant adverse impacts. The significance of environmental impacts after implementation of the standard conditions and the

recommended mitigation measures is provided in the last column of Table S-1. As noted, air quality impacts associated with vehicle emissions would continue to exceed SCAQMD thresholds of significance even after the implementation of standard conditions and mitigation measures.

TABLE S-1
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Environmental Impacts	Standard Conditions and Mitigation Measures	Level of Significance After Mitigation
<p>Land Use and Planning – Future development under the proposed <i>Ventana at Duncan Canyon Specific Plan</i> would include as many as 842 dwelling units and 574,500 square feet of retail commercial and office uses on the site. Changes in existing land uses would occur and commercial uses would be located near residential uses.</p>	<p>The following standard conditions would reduce or avoid potential adverse impacts:</p> <p>Standard Condition 4.2.1: Future developments on the project site shall comply with the development and design standards in the <i>Ventana at Duncan Canyon Specific Plan</i>.</p> <p>Standard Condition 4.2.2: Future developments on the project site shall comply with the City's performance standards and the development policies for land use compatibility.</p>	No significant impact.
<p>Population and Housing - Future development under the proposed <i>Ventana at Duncan Canyon Specific Plan</i> would lead to 842 new housing units, an increase in population of the City by approximately 3,360 residents, and as much as 2,023 employment positions on the site. Regional projections would not be exceeded. These impacts are not considered significant and adverse.</p>	<p>None recommended.</p>	No significant impact.
<p>Traffic and Circulation – Future development under the proposed <i>Ventana at Duncan Canyon Specific Plan</i> would generate approximately 17,078 new vehicle trips daily on area roadways and intersections.</p> <p><i>Impact 4.4.1: The proposed Ventana Way would lead to changes in the circulation patterns that would need to be considered with the proposed improvement of the Lytle Creek Road/Knox Avenue intersection.</i></p>	<p>The following standard conditions and mitigation measure would reduce or avoid potentially significant adverse impacts:</p> <p>Standard Condition 4.4.1: The project shall pay development impact fees as set by the City to fund roadway maintenance and improvement projects in the area.</p> <p>Standard Condition 4.4.2: Future developments would be subject to plan check review to ensure that the necessary access, parking, and roadway improvements are provided as part of individual developments, in accordance with the City's traffic safety design criteria.</p> <p>Standard Condition 4.4.3: Future developments on the site shall be accompanied by the construction of internal and perimeter roadways, in accordance with the City's Circulation Master Plan and City roadway standards, including the City's standard intersection configuration for southbound traffic at the Lytle Creek</p>	No significant impact after mitigation.

TABLE S-1
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Environmental Impacts	Standard Conditions and Mitigation Measures	Level of Significance After Mitigation
	<p>Road/Duncan Canyon Road intersection.</p> <p>Mitigation Measure 4.4.1: At the future intersection of Knox Avenue and Lytle Creek Road, a new northbound through lane shall be provided on Knox Avenue to connect with Ventana Way, along with a northbound left-turn lane on Lytle Creek Road, turning into Ventana Way, and a southbound right turn lane on Lytle Creek Road turning into Ventana Way.</p>	
<p>Air Quality – Future development under the proposed <i>Ventana at Duncan Canyon Specific Plan</i> would generate construction-related short-term emissions and long-term vehicle and stationary emissions. These emissions would exceed SCAQMD thresholds.</p> <p><i>Impact 4.5.1: Grading and soil disturbance activities associated with the proposed project would exceed SCAQMD thresholds for PM₁₀.</i></p> <p><i>Impact 4.5.2: Construction activities associated with the proposed project would exceed SCAQMD thresholds for air pollutants.</i></p> <p><i>Impact 4.5.3: Vehicle emissions associated with the proposed project would exceed SCAQMD thresholds for air pollutants.</i></p>	<p>The following standard condition and mitigation measures would reduce potentially significant adverse impacts:</p> <p>Standard Condition 4.5.1: The proposed project shall comply with pertinent SCAQMD regulations in order to contribute to the incremental reduction in air pollution levels in the region.</p> <p>Mitigation Measure 4.5.1: Dust control during grading activities on the site shall implement best available control measures (BACMs) exceeding the minimum dust control requirements of SCAQMD Rule 403. Recommended construction activity mitigation includes:</p> <ul style="list-style-type: none"> ◆ Apply water <u>at least three times per day</u> or other dust control compounds in <u>accordance with manufacturer's specifications</u> to prevent the formation of visible dust plumes beyond the project site boundary, or longer than 100 feet behind any piece of moving equipment. ◆ Prepare a high wind dust control plan and implement plan elements. ◆ <u>Suspend all excavating and grading operations</u> or ILimit the simultaneous disturbance area to as small an area as practical when winds exceed 25 mph. ◆ Stabilize previously disturbed areas if subsequent construction is delayed. ◆ <u>Apply non-toxic soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for ten days or more).</u> ◆ <u>Install wheel washers where vehicles enter and exit the construction site onto paved roads or wash off trucks and any equipment leaving the site each trip.</u> ◆ <u>Appoint a construction relations officer</u> 	<p>Emissions would continue to exceed SCAQMD thresholds and air quality impacts would remain significant after mitigation.</p>

TABLE S-1
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Environmental Impacts	Standard Conditions and Mitigation Measures	Level of Significance After Mitigation
	<p><u>to act as a community liaison concerning on-site construction activity including resolution of issues related to PM10 generation.</u></p> <ul style="list-style-type: none"> ♦ <u>All streets shall be swept at least once a day using SCAQMD Rule 1186 certified street sweepers or roadway washing trucks if visible soil materials are carried to adjacent streets (recommend water sweepers with reclaimed water).</u> ♦ <u>Pave road and road shoulders; and</u> ♦ <u>Traffic speeds on all unpaved roads to be reduced to 15 mph or less.</u> <p>Mitigation Measure 4.5.2: The following measures shall be implemented to reduce NOx pollutant emissions during construction:</p> <ul style="list-style-type: none"> ♦ <u>Require 90-day low-NOx tune-ups for off-road equipment, according to manufacturers' specifications.</u> Such controls are expected to reduce daily NOx emissions from all off- and on-road equipment, but not to less-than-significant levels. ♦ <u>Limit allowable idling to 5 minutes for trucks and heavy equipment before shutting the equipment down.</u> ♦ <u>Give preference to contractors using construction equipment that meet or exceed Tier 2 standards; use emulsified diesel fuels; construction equipment with oxidation catalysts, soot traps or other verified/certified retrofit technologies, and with oxidation catalysts, soot traps or other modern emissions control technology.</u> ♦ <u>Contractors shall use high-pressure-low-volume (HPLV) paint applicators with a minimum transfer efficiency of at least 50% or other application techniques with equivalent or higher transfer efficiency.</u> ♦ <u>Project construction shall use required coatings and solvents with a VOC content lower than required under Rule 1113.</u> ♦ <u>The project shall construct/build with materials that do not require painting, to the extent feasible.</u> ♦ <u>The project shall use pre-painted construction materials, to the extent feasible.</u> ♦ <u>Alternative fueled off-road equipment, to the extent feasible.</u> ♦ <u>Use street sweepers that comply with SCAQMD Rules 1186 and 1186.1.</u> ♦ <u>Use electricity from power poles rather than temporary diesel or gasoline power</u> 	

TABLE S-1
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Environmental Impacts	Standard Conditions and Mitigation Measures	Level of Significance After Mitigation
	<p><u>generators.</u></p> <ul style="list-style-type: none"> ◆ <u>Configure construction parking to minimize traffic interference.</u> ◆ <u>Provide temporary traffic controls such as a flag person, during all phases of construction to maintain smooth traffic flow.</u> ◆ <u>Provide dedicated turn lanes for movement of construction trucks and equipment on- and off-site.</u> ◆ <u>Schedule construction activities that affect traffic flow on the arterial system to off-peak hour to the extent practicable.</u> ◆ <u>Reroute construction trucks away from congested streets or sensitive receptor areas.</u> ◆ <u>Improve traffic flow by signal synchronization.</u> <p>Mitigation Measure 4.5.3: The following measures shall be implemented to reduce off-site emissions during construction:</p> <ul style="list-style-type: none"> ◆ Encourage car pooling for construction workers. ◆ Limit lane closures to off-peak travel periods. ◆ Park construction vehicles off traveled roadways. ◆ Wet down or cover dirt hauled off-site. ◆ Wash or sweep access points daily. ◆ Encourage receipt of construction materials during non-peak traffic hours. ◆ Sandbag construction sites for erosion control. ◆ Erect dust control fencing around individual project perimeters. <p>Mitigation Measure 4.5.3: The proposed project shall implement transportation control measures (TCMs) to reduce vehicular emissions to and from the site, which may include the following:</p> <p><i>Ridesharing Programs</i></p> <ol style="list-style-type: none"> 1. Area-wide Carpooling and Vanpooling – The developer/building managers shall provide informational brochures on carpooling and vanpooling. 2. Modified Work Schedules – The developer/building managers shall encourage commercial and office tenants to allow modified work schedules for employees. 3. Park and Ride Facilities - The developer/building managers shall accommodate the parking of vehicles to 	

TABLE S-1
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Environmental Impacts	Standard Conditions and Mitigation Measures	Level of Significance After Mitigation
	<p>promote carpooling and vanpooling. Areas for future bus stops shall be reserved, where feasible.</p> <p>Parking Management</p> <ol style="list-style-type: none"> 1. Off-Street Parking Controls - Measures to discourage single-occupant vehicles shall be implemented through parking controls. 2. Parking Management Programs – Measures to discourage single-occupant vehicles (SOV) shall be implemented. <p>Non-Motorized Strategies</p> <ol style="list-style-type: none"> 1. Bicycle Lanes and Storage Facilities – Bicycle paths and bike racks shall be provided on-site. 2. Pedestrian Improvements – Sidewalks and pedestrian walkways shall be provided throughout the site. <p>Telecommunications</p> <ol style="list-style-type: none"> 1. Adequate system connections in all homes – Telecommunication systems shall be provided in residential villages. 2. Wi-Fi “hot spots” within the community - High-speed wireless local area network shall be provided at select locations on-site. <p>The developer shall incorporate the TCMs above to facilitate the option to select a non-SOV transportation option.</p>	
<p>Noise- Future development under the proposed <i>Ventana at Duncan Canyon Specific Plan</i> would generate construction, vehicle and stationary noise impacts. On-site residential uses and sensitive receptors would be exposed to vehicular and stationary noise levels that could exceed standards.</p> <p><i>Impact 4.6.1: Construction noise impacts may affect the existing residence and other residences as they are built on the site.</i></p> <p><i>Impact 4.6.2: Residences in Planning Area 5 along the I-15 Freeway would be exposed to noise levels exceeding City standards of 65 dB CNEL for exterior spaces.</i></p> <p><i>Impact 4.6.3: Residences along Duncan Canyon Road would be exposed to noise levels exceeding City standards of 45 dB CNEL for interior spaces.</i></p> <p><i>Impact 4.6.4: Residences in Planning Area 5 along</i></p>	<p>The following standard condition and mitigation measures would reduce or avoid potential adverse impacts:</p> <p>Standard Condition 4.6.1: Construction activities on the project site shall comply with City regulations on time limits for construction activity. Construction activities would have to comply with the construction time limits (7 AM to 6 PM on weekdays, unless otherwise approved by the City and the Engineer or in case of an emergency); loading/unloading of boxes; transport of metal rails, pillars and columns; and the use of pile drivers, steam shovels, pneumatic hammers and other noisy construction equipment shall be conducted within allowable times (7 AM to 10 PM) as set by the Fontana Noise Ordinance.</p> <p>Measure 4.6.1: During construction, the following measures shall be implemented to</p>	No significant impact.

TABLE S-1
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Environmental Impacts	Standard Conditions and Mitigation Measures	Level of Significance After Mitigation
<p><i>the I-15 Freeway would be exposed to noise levels exceeding City standards of 45 dB CNEL for interior spaces.</i></p> <p><i>Impact 4.654: The proposed commercial areas may generate stationary noise impacts on the adjacent residential developments.</i></p>	<p>reduce noise on sensitive receptors:</p> <ul style="list-style-type: none"> ◆ All off-road construction equipment shall have properly operated and maintained mufflers. ◆ Stockpiling and equipment/vehicle staging shall be conducted as far as practicable from occupied dwelling units or other nearby noise-sensitive land uses. ◆ Idling of construction equipment shall be limited to the extent feasible. Equipment shall be turned off when not in use. ◆ Schedule noisy activities and impulsive noise generation such as pile driving or jack-hammers during the late morning and early afternoon hours, or erect temporary barriers, if necessary. <p>Mitigation Measure 4.6.2: Homes in Planning Area 5 backing up to the I-15 Freeway shall be required to site outdoor recreational uses on the opposite side of the buildings, allowing the buildings to act as a sound wall. An 8-foot sound wall shall also be constructed at the edge of the Freeway right-of-way. If this cannot be accomplished, setbacks, obstructions to the noise path, or a 28-foot sound wall would be required to mitigate exterior noise to 65 dBA CNEL.</p> <p>Mitigation Measure 4.6.3: Homes along Duncan Canyon Road shall be constructed with dual-paned windows and supplemental ventilation to allow for 1 dBA CNEL attenuation to meet the City of Fontana's 45 dBA CNEL interior noise standard.</p> <p>Mitigation Measure 4.6.4: Homes in Planning Area 5 backing up to the I-15 Freeway shall be constructed with upgraded structural acoustical features to allow for up to 35 dBA CNEL attenuation to meet the City of Fontana's 45 dBA CNEL interior noise standard. Dual-paned windows and supplemental ventilation and highly upgraded structural features shall be provided for homes closest to the freeway. A supplemental acoustical analysis shall be submitted in conjunction with the issuance of building permits to verify that adequate structural noise protection will be provided.</p> <p>Mitigation Measure 4.6.5: Conditional use permits for commercial uses shall contain measures that control noise generation from</p>	

TABLE S-1
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Environmental Impacts	Standard Conditions and Mitigation Measures	Level of Significance After Mitigation
	<p>goods deliveries, facility maintenance, and mechanical equipment. These may include:</p> <ul style="list-style-type: none"> ◆ Location of commercial HVAC equipment away from residences or shielding of HVAC equipment ◆ Location of loading docks away from residences ◆ Time restrictions on deliveries to commercial uses ◆ Orientation of fast-food restaurant sound boards away from nearby residences; sound walls around the order boards; or time restrictions on sound board use ◆ Time restrictions on refuse collection or parking lot sweeping, or stacking or retrieval of temporary outdoor storage ◆ Location of the hotel's pool and outdoor entertainment areas on the opposite side of the hotel from the closest residential uses or construction of a sound wall 	
<p>Geology and Soils – Future development under the proposed <i>Ventana at Duncan Canyon Specific Plan</i> would be exposed to on-site geologic and seismic characteristics.</p> <p><i>Impact 4.7.1: On-site excavations may be subject to collapse.</i></p> <p><i>Impact 4.7.2: Buried materials may be subject to corrosion, which would affect their utility.</i></p>	<p>The following standard conditions and mitigation measures would reduce or avoid potentially significant adverse impacts:</p> <p>Standard Condition 4.7.1: The project shall comply with seismic design criteria in the California Building Code, the City's building standards, and other pertinent building regulations.</p> <p>Standard Condition 4.7.2: Recommendations of the geotechnical investigation for the project site, as they pertain to structural design and construction recommendations for earthwork (excavation, grading, volume adjustments, soil disposal, slopes), foundation design (types of foundations and slabs on grade, pavements, retaining walls, trench backfill, sulfate exposure), and other necessary geologic and seismic considerations would need to be implemented for building construction.</p> <p>Standard Condition 4.7.3: Site-specific geotechnical investigations shall be performed for proposed commercial structures to determine the factors to be considered in the structural design of these structures.</p> <p>Mitigation Measure 4.7.1: Temporary</p>	<p>No significant impact.</p>

TABLE S-1
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Environmental Impacts	Standard Conditions and Mitigation Measures	Level of Significance After Mitigation
	<p>excavations may be constructed to a vertical depth of four feet. Excavation between 4 to 10 feet deep must have side slopes no steeper than 1.5:1 (horizontal:vertical). Trench backfill shall be compacted to a minimum of 90 percent of the laboratory maximum dry density and the upper 12 inches of trench backfill underlying pavements should be compacted to a minimum 95 percent of the laboratory maximum density. Additional recommendations in the geotechnical investigation and other applicable requirements of the California Construction and General Industry Safety Orders, the Occupational Safety and Health Act and current amendments, and the Construction Safety Act shall be followed.</p> <p>Mitigation Measure 4.7.2: The following corrosion control measures shall be implemented for buried materials:</p> <ul style="list-style-type: none"> ◆ All steel and wire concrete reinforcement shall have at least 3 inches of concrete cover when cast against soil, unformed. ◆ As a minimum, below-grade ferrous metals shall be given a high quality protective coating, such as 18-mil plastic tape, extruded polyethylene, coal-tar enamel or Portland cement mortar. ◆ Below-grade metals shall be electrically insulated (isolated) from above-grade metals by means of dielectric fittings in ferrous utilities and/or exposed metals structures breaking grade. 	
<p>Water and Hydrology – Future development under the proposed <i>Ventana at Duncan Canyon Specific Plan</i> would lead to a demand for water and increase in groundwater pumping from local wells. Increases in impervious surfaces on the site would lead to increases in off-site runoff rates and volumes. Stormwater runoff pollutants would also be generated by future developments.</p> <p><i>Impact 4.8.1: Existing water wells may pose hazards to the groundwater if not properly abandoned or capped.</i></p> <p><i>Impact 4.8.2: Removal of the existing septic tank may pose hazards to the groundwater if not properly abandoned or removed.</i></p>	<p>The following standard conditions and mitigation measures would reduce or avoid potentially significant adverse impacts:</p> <p>Standard Condition 4.8.1: The project shall comply with the NPDES General Permit for Construction Activity, which requires projects on one acre or more to notify the SWRCB and implement a Stormwater Pollution Prevention Plan (SWPPP) for construction activities.</p> <p>Standard Condition 4.8.2: The project shall comply with the NPDES regarding the development and implementation of a Water Quality Management Plan for permanent source and treatment control measures and other best management practices for long-term stormwater pollutant mitigation.</p>	No significant impact.

TABLE S-1
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Environmental Impacts	Standard Conditions and Mitigation Measures	Level of Significance After Mitigation
	<p>Standard Condition 4.8.3: The project shall provide the necessary on-site and off-site storm drain infrastructure to connect to the City of Fontana's storm drainage system, in order to prevent the creation of flood hazards on-site and in downstream areas, as approved by the Fontana City Engineer.</p> <p>Standard Condition 4.8.4: The project shall provide the needed storm drain infrastructure and documentation shall be submitted to the Federal Emergency Management Agency to amend the designated floodplain and obtain a Conditional Letter of Map Revision (CLOMR) prior to development of the northern section of the site.</p> <p>Mitigation Measure 4.8.1: The existing water wells shall be properly abandoned and capped prior to rehabilitation of the existing residence, in accordance with California Well Standards and County Environmental Health Department permits and procedures.</p> <p>Mitigation Measure 4.8.2: The existing septic tank shall be properly abandoned and removed prior to rehabilitation of the existing residence, in accordance with San Bernardino County Environmental Health Department permits and procedures.</p>	
<p>Biological Resources – Future development under the proposed <i>Ventana at Duncan Canyon Specific Plan</i> would lead to the removal of existing vegetation and animal habitats and the introduction of landscaping plant materials. These include the removal of existing mature trees on the site and non-native grassland areas.</p> <p><i>Impact 4.9.1: Disturbance of breeding birds or removal of occupied nests would adversely impact migratory birds.</i></p> <p><i>Impact 4.9.2: Grading activities may lead to the disturbance or destruction of burrowing owls.</i></p>	<p>The following standard conditions and mitigation measures would reduce or avoid potentially significant adverse impacts:</p> <p>Standard Condition 4.9.1: The removal of trees on-site shall be subject to the City's Preservation of Heritage, Significant and Specimen Trees (Municipal Code Section 28-60) for the replacement of any Heritage, Significant and Specimen Trees that may be affected by the project.</p> <p>Standard Condition 4.9.2: In accordance with the City's Interim Program for the North Fontana MSHCP, the developer shall pay a fee for the future acquisition of preserved habitat for sensitive species.</p> <p>Mitigation Measure 4.9.1: If project construction will commence during the bird breeding season (February 1 to August 31 of each year), a pre-construction survey shall be</p>	No significant impact.

TABLE S-1
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Environmental Impacts	Standard Conditions and Mitigation Measures	Level of Significance After Mitigation
	<p>conducted on each site and adjacent open areas to determine the presence of nesting birds. Active nests for migratory birds and the areas within a 300-foot radius or a 500-foot radius around active nests for raptors shall be flagged and protected from clearing or grading activities until the birds have fledged.</p> <p>Mitigation Measure 4.9.2: A burrowing owl survey shall be conducted no more than 30 days prior to the onset of construction to ensure avoidance of this species. If no occupied burrows are found, a report shall be submitted to the City and construction may begin without further actions. If owl burrows are found, a 250-foot buffer zone would be established around each burrow with an active nest until the young have fledged and are able to exit the burrow. For occupied burrows without active nesting or active burrows after the young have fledged, passive relocation of the owls would be performed. This will involve installation of a one-way door at the burrow entrance. The Burrowing Owl Survey Protocol and Mitigation Guidelines (CBOC 1993) shall be utilized for current methods for passive relocation of any owls found during the survey. A qualified biologist would conduct the relocation activities and provide construction monitoring during construction activities near the burrows.</p>	
<p>Cultural Resources – Future development under the proposed <i>Ventana at Duncan Canyon Specific Plan</i> would lead to the removal of foundation remains of the Perdew School and Waters residence and rehabilitation of the Taylor residence and accessory structures at the former Lytle Creek Winery.</p> <p><i>Impact 4.10.1: Reuse of the structures within the former Lytle Creek Winery would adversely affect the historical integrity of the Lytle Creek Winery.</i></p> <p><i>Impact 4.10.2: Future development in Planning Area 9 may lead to the destruction or disturbance of the Taylor House and other existing structures, adversely affecting this historical resource and the integrity of the Lytle Creek Winery.</i></p> <p><i>Impact 4.10.3: Removal of the Perdew School foundation would adversely affect this local historical</i></p>	<p>The following standard condition and mitigation measures would reduce or avoid potentially significant adverse impacts:</p> <p>Standard Condition 4.10.1: If human remains are encountered during excavation activities at the site, all work shall halt and the County Coroner shall be notified (Section 5097.98 of the Public Resources Code). The Coroner will determine whether the remains are of forensic interest. If the Coroner, with the aid of the County-approved archaeologist, determines that the remains are prehistoric, he/she will contact the Native American Heritage Commission (NAHC). The NAHC will be responsible for designating the most likely descendant (MLD), who will be responsible for the ultimate disposition of the remains, as required by Section 7050.5 of the</p>	<p>No significant impact after mitigation. If the structures within the former Lytle Creek Winery are not rehabilitated or relocated but are demolished and replaced with new structures, impacts on historical resources would be significant.</p>

TABLE S-1
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Environmental Impacts	Standard Conditions and Mitigation Measures	Level of Significance After Mitigation
<p><i>resource.</i></p> <p><i>Impact 4.10.4: Grading and excavation to a depth of more than 10 feet of undisturbed subsurface Pleistocene sediments have the potential to impact paleontological resources on the site.</i></p> <p><i>Impact 4.10.5: Human remains may be uncovered during earth-moving activities on the site.</i></p>	<p>California Health and Safety Code. The MLD will make his/her recommendation within 24 hours of their notification by the NAHC. This recommendation may include scientific removal and non-destructive analysis of the human remains and any items associated with Native American burials (Section 70580.5 of the Health and Safety Code).</p> <p>Mitigation Measure 4.10.1: A Native American monitor shall be present during grading activities at the site, to ensure that any features or deposits not previously known are identified and subject to data recovery efforts. The monitor shall have the responsibility to redirect grading away from any important deposits that are uncovered, and subsequently, to initiate the evaluation of any discoveries to determine if further data recovery work is necessary. Should any discoveries necessitate further work, this shall be accomplished in consultation with local tribes. At the conclusion of the monitoring process, a report shall be presented to the City to confirm the monitoring effort and describe any archaeological work that was required.</p> <p>Mitigation Measure 4.10.2: The rehabilitation of structures within the Lytle Creek Winery, including the Taylor House, shall be accomplished in accordance with the following general standards by the Secretary of Interior, with regards to the rehabilitation and reuse of historic properties:</p> <ul style="list-style-type: none"> ◆ Every reasonable effort shall be made to provide a compatible use for a property that requires minimal alteration of the building, structure or site and its environment, or to use a property for its originally intended purpose. ◆ The distinguishing original qualities or character of a building, structure or site and its environment shall not be destroyed. The removal or alteration of any historic material or distinctive architectural features shall be avoided when possible. ◆ All buildings, structures, and sites, shall be recognized as products of their own time. Alterations which have no historical basis and which seek to create an earlier 	

TABLE S-1
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Environmental Impacts	Standard Conditions and Mitigation Measures	Level of Significance After Mitigation
	<p>appearance shall be discouraged.</p> <ul style="list-style-type: none"> ◆ Changes, which may have taken place in the course of time, are evidence of the history and development of a building, structure, or site and its environment. These changes may have acquired significance in their own right, and this significance shall be recognized and respected. ◆ Distinctive stylistic features or examples of skilled craftsmanship, which characterize a building, structure, or site, shall be treated with sensitivity. ◆ Distinctive architectural features shall be repaired rather than replaced, wherever possible. In the event replacement is necessary, the new material should match the material being replaced in composition, design, color, texture, and other visual qualities. Repair or replacement of missing architectural features should be based on accurate duplications of features, substantiated by historical physical or pictorial evidence rather than on conjectural designs or the availability of different architectural elements from other buildings or structures. ◆ The surface cleaning of structures shall be undertaken with the gentlest means possible. Sandblasting and other cleaning methods that will damage the historic building materials shall not be undertaken. ◆ Every reasonable effort shall be made to protect and preserve archaeological resources affected by, or adjacent to any project. <p>Mitigation Measure 4.10.3: If relocation is necessary, the Taylor House and other existing structures shall be relocated into the Lytle Creek Winery complex or other location, under the direction of an architectural historian.</p> <p>Mitigation Measure 4.10.4: If the Taylor house and/or other existing structures are relocated, detailed documentation through a Historic American Building Survey (HABS) shall be performed prior to relocation. The HABS shall include large-format black and white photographs of the exterior elevations and interior of the structures, a ground plan of the buildings, and additional archival research and preparation of a detailed history</p>	

TABLE S-1
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Environmental Impacts	Standard Conditions and Mitigation Measures	Level of Significance After Mitigation
	<p>of the buildings and its occupants.</p> <p>Mitigation Measure 4.10.5: The Fontana Historical Society shall be given the option to move the Perdew School foundations to another site, possibly a local park, prior to the disturbance or development of the area formerly occupied by the school.</p> <p>Mitigation Measure 4.10.6: Monitoring shall be conducted for excavation activities extending to estimated depths of 10 feet or more below the existing ground surface. If required, the paleontologic monitor shall be equipped to salvage fossils as they are unearthed to avoid construction delays and to remove samples of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates. Monitors are empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens. Monitoring may be reduced if the potentially-fossiliferous units are not present in the subsurface, or if present, are determined upon exposure and examination by qualified paleontologic personnel to have low potential to contain fossil resources. Also, the following measures shall be made during the monitoring of excavation activities on undisturbed subsurface Pleistocene sediments.</p> <ul style="list-style-type: none"> ◆ During monitoring, preparation of recovered specimens to a point of identification and permanent preservation, including washing of sediments to recover small invertebrates and vertebrates should occur. ◆ During monitoring, identification and curation of specimens into a museum repository with permanent retrievable storage should occur. The paleontologist must have a written repository agreement in hand prior to the initiation of mitigation activities. ◆ During monitoring, preparation of a report of findings with an itemized inventory of specimens should occur. The report and inventory, when submitted to the City of Fontana (as the Lead Agency), will signify completion of the program to mitigate impacts to paleontologic resources. 	
Mineral Resources - The demand for mineral resources that would be generated by the proposed	None recommended	Less than significant impact.

TABLE S-1
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Environmental Impacts	Standard Conditions and Mitigation Measures	Level of Significance After Mitigation
residential and commercial developments on the project site is not expected to have a significant adverse impact on regional mineral resources. Loss of access to the mineral resources that may be present at the northern section of the site are not considered significant.		
Agricultural Resources - The project site is not designated as Prime Farmland, Unique Farmland, Locally Important Farmland or Farmland of Statewide Importance. The proposed project would not convert farmland to non-agricultural use. No significant adverse impact on agricultural resources is expected.	None recommended	Less than significant impact.
Public Services – Future development under the proposed <i>Ventana at Duncan Canyon Specific Plan</i> would create demands for police and fire protection services, schools, parks, libraries and medical services.	<p>The following standard conditions would reduce or avoid potential adverse impacts on public services:</p> <p>Standard Condition 4.13.1: Future developments shall implement Building Security Specifications and multi-family developments shall be consistent with the principles of Crime Prevention through Environmental Design, as required by the Fontana Police Department. To ensure compliance, all developments shall be subject to building and site plan review and approval by the Fontana Police Department.</p> <p>Standard Condition 4.13.2: Future developments would be required to pay development fees for police services. Payment of developer impact fees would assist in funding the needed public facility expansion and service improvements needed to serve the proposed developments on the site.</p> <p>Standard Condition 4.13.3: Future developments shall be subject to building and site plan review by the San Bernardino County Fire District, for compliance with fire safety and emergency access standards and to identify additional development features which could reduce demand for fire services, prevent the creation of fire hazards, and facilitate emergency response to the project site.</p> <p>Standard Condition 4.13.4: Future developments would be required to pay development fees for fire services. Payment of developer impact fees would assist in funding the needed public facility expansion</p>	No significant impact.

TABLE S-1
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Environmental Impacts	Standard Conditions and Mitigation Measures	Level of Significance After Mitigation
	<p>and service improvements needed to serve the proposed developments on the site.</p> <p>Standard Condition 4.13.5: Future developments would be required to pay school impact fees to the Fontana Unified School District, which would help fund the needed school facility expansion and service improvements to serve the proposed project.</p> <p>Standard Condition 4.13.6: As required under the City's Municipal Code (Chapter 21, Article IV), the proposed development shall pay Quimby fees for the development of parks and recreational facilities in North Fontana. The collected fees will be used for the development of neighborhood and community parks in the area, to serve the proposed project.</p> <p>Standard Condition 4.13.7: Future developments would be required to pay development fees for library services. Payment of developer impact fees would assist in funding the needed public facility expansion and service improvements needed to serve the project.</p>	
<p>Utilities – Future development under the proposed <i>Ventana at Duncan Canyon Specific Plan</i> would require utility services and the extension of existing infrastructure systems to serve future residential and commercial uses on the site. Coordination with utility agencies would ensure adequate and timely services and water and energy conservation and recycling programs would reduce total demands.</p>	<p>The following standard conditions would reduce or avoid potentially significant adverse impacts relating to utilities:</p> <p>Standard Condition 4.14.1: The developer shall coordinate with the West Valley Water District on water line extensions to serve individual parcels and building pads on the site. <u>All water facilities shall be constructed in accordance with the District's rules and regulations and Standards for Domestic Water Facilities.</u></p> <p>Standard Condition 4.14.2: Future developments shall implement water conservation measures into the project design of the individual developments on the site to reduce water demand, in accordance with the Water Conservation Plan of the West Valley Water District.</p> <p>Standard Condition 4.14.3: The developer shall coordinate with the Inland Empire Utilities Agency and the City of Fontana on sewer line extensions and service connections to serve individual parcels and building pads</p>	<p>No significant impact.</p>

TABLE S-1
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Environmental Impacts	Standard Conditions and Mitigation Measures	Level of Significance After Mitigation
	<p>on the site.</p> <p>Standard Condition 4.14.4: The developer shall coordinate with the City of Fontana on the construction of needed storm drain lines and facilities to prevent flood hazards and to provide adequate storm drainage for the proposed developments.</p> <p>Standard Condition 4.14.5: The developer shall coordinate with Burrtec on the provision of solid waste collection services to individual developments on the project site.</p> <p>Standard Condition 4.14.6: Burrtec and the City shall promote the recycling of wastes through the provision of informational brochures, recycling bins, barrel service, and recycled waste collection services to future residential and commercial developments on the site.</p> <p>Standard Condition 4.14.7: The developer shall coordinate with SCE on line extensions to serve individual parcels and building pads on the site, as well as for construction in or near the SCE right-of-way.</p> <p>Standard Condition 4.14.8: Future developments shall incorporate energy conservation measures into the project design of the individual developments, in compliance with the California Energy Efficiency Standards and as mandated under Title 24 of the California Code of Regulations (California Building Standards Code).</p> <p>Standard Condition 4.14.9: The developer shall coordinate with SCG on gas line extensions to serve individual parcels and building pads on the site.</p> <p>Standard Condition 4.14.10: The developer shall coordinate with SBC/AT&T and Adelphia on telephone and cable line extensions to serve individual parcels and building pads on the site.</p>	
Hazards and Human Health – Construction activities and future residential and commercial uses on the project site have the potential to utilize hazardous materials and generate hazardous wastes.	<p>The following standard conditions and mitigation measures would reduce or avoid potential adverse impacts:</p>	No significant impact.

TABLE S-1
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Environmental Impacts	Standard Conditions and Mitigation Measures	Level of Significance After Mitigation
<p><i>Impact 4.15.1: Agricultural chemical residue in areas historically used for agriculture may present hazards to construction workers and future residents, employees and visitors.</i></p> <p><i>Impact 4.15.2: Asbestos and lead in existing structures that would be relocated or renovated may pose health risks to the demolition crew and adjacent land uses.</i></p>	<p>Standard Condition 4.15.1: Construction activities and commercial developments that utilize hazardous materials shall comply with applicable regulations regarding hazardous materials use, handling, storage, transport, and disposal.</p> <p>Standard Condition 4.15.2: Reconstruction of Lytle Creek Road across the SCE right-of-way shall comply with SCE guidelines for structures and improvements near power transmission lines and towers.</p> <p>Standard Condition 4.15.3: Work within the I-15 Freeway right-of-way or near the utility boxes by the freeway shall comply with the conditions outlined in the encroachment permit from the California Department of Transportation (Caltrans).</p> <p>Standard Condition 4.15.4: If unusual soil staining and/or odors are encountered during grading and excavation activities, future assessment of the soils shall be conducted prior to the continuation of grading or excavation activities. If the results of the soil testing show the presence of chemical below regulatory levels, grading or excavation may proceed accordingly. Remediation and/or removal of contaminated soils shall be made prior to development, if chemical levels are above regulatory standards. Remediation shall be made in coordination with the local health department, SCAQMD, the California Department of Toxic Substances Control, the U. S. Environmental Protection Agency or other regulatory agencies and in compliance with established maximum contaminant levels.</p> <p>Mitigation Measure 4.15.1: Prior to grading and construction of the residences, a test of the topsoil within the areas previously used for agriculture shall be conducted to determine levels of agricultural chemical residue and any necessary remediation. Results of the testing shall be submitted to the Department of Environmental Health to identify the need for remediation. If the results of the random soil testing show chemical levels are below regulatory levels, development may proceed accordingly. Remediation and/or removal of contaminated soils shall be made prior to development of the site, if chemical levels are</p>	

TABLE S-1
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Environmental Impacts	Standard Conditions and Mitigation Measures	Level of Significance After Mitigation
	<p>above regulatory standards, and remediation completed until chemical levels are below regulatory levels.</p> <p>Mitigation Measure 4.15.2: Prior to the renovation, relocation or demolition of the existing buildings, asbestos-containing materials shall be removed and disposed in accordance with applicable regulations (including South Coast Air Quality Management District (SCAQMD) regulations and Cal-OSHA guidelines) by a state-licensed abatement contractor, with abatement oversight performed by an independent asbestos consultant. All identified lead-based paint shall also be removed and disposed of by a licensed contractor, in accordance with existing regulations.</p>	
<p>Aesthetics and Visual Quality – The proposed project would change the visual quality of the project site. New sources of light and glare would also be created.</p>	<p>The following standard condition would reduce or avoid potential adverse impacts:</p> <p>Standard Condition 4.16.1: Future development on the project site shall be subject to site plan and design review for compliance with the development regulations and design guidelines in the adopted Specific Plan and applicable regulations in the City's Zoning and Development Code.</p>	No significant impact.

IRREVERSIBLE ENVIRONMENTAL CHANGES

The proposed *Ventana at Duncan Canyon Specific Plan* would lead to new residential and commercial developments on the project site and would result in certain irreversible environmental changes. Primary resources that would be eliminated include the loss of vacant land and open space in the City of Fontana.

Development on the project site would also entail the commitment of energy and natural resources. This commitment of energy and natural resources and building materials would be commensurate with that of other development projects of similar size. Labor would be committed for the construction of buildings at the site and the upgrading and maintenance of infrastructure systems and public facilities necessary to support the proposed developments. Once constructed, use of the residential and commercial structures would entail a further commitment of energy resources in the form of diesel fuel and electricity. This commitment would be a long-term obligation, since the proposed structures are likely to have a useful life of 20 to 30 years or more.

Other environmental changes that would occur with the project include changes in surface soils and drainage patterns; removal of existing vegetation, including habitat for plants and animals in the area; the introduction of landscaping materials; relocation/renovation of structures within Lytle Creek Winery; and changes in the visual quality of the site. Traffic, noise and pollutant emission generation would also accompany the proposed developments, as will the demand for public services and utilities. These environmental changes would be mitigated by standard conditions and the recommended mitigation measures and are expected to be less than

significant after mitigation, except for air quality. These irreversible changes are discussed in Section 5.0, *Irreversible Environmental Changes*, of the EIR.

CUMULATIVE IMPACTS

As discussed in Section 6.0, *Cumulative Impacts*, of this EIR, a number of development proposals have been approved in the surrounding area which, together with the proposed project, could lead to cumulative environmental impacts in the City and in the project area. Approximately 9,078 single-family homes, 2,850 multi-family residences, approximately 2,594,269 square feet of commercial floor area, 2 elementary schools, 1 middle school, a high school, a fire station, 5 parks, and several freeway/roadway widening and improvement projects are planned in the northern section of the City of Fontana as part of approved and proposed developments. Some 2,406 single-family homes, a religious retreat, and a dog kennel would also be built in the County of San Bernardino, north of the site.

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

Site-specific impacts would be addressed by mitigation for individual developments. Expansion of service and utility infrastructure capacities would meet increasing demands for public services and utilities. The City's interim North Fontana MSHCP is expected to mitigate the cumulative loss of biological resources in the area. While cumulative air quality impacts would further degrade air quality in the region, the proposed project and the related projects would have to comply with applicable regulations and programs of the SCAQMD, as part of implementation of the AQMP. Compliance with pertinent SCAQMD regulations is expected to reduce cumulative adverse air quality impacts from the proposed *Ventana at Duncan Canyon Specific Plan* and other developments in the South Coast air basin and allow for the improvement of regional air quality in the long-term.

GROWTH-INDUCING IMPACTS

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

The North Fontana area, in particular, has been experiencing rapid development within the last five years. New developments in the area have included residential subdivisions north and south of the recently opened SR-210 Freeway and along the I-15 Freeway, within the Sierra Lakes, Summit Heights, Citrus Heights, and Westgate Specific Plan areas. Commercial uses have also been developed at the SR-210 Freeway and Sierra Avenue and the I-15 Freeway and Summit Avenue. A number of other residential tracts and specific plans have been proposed on various parcels along Sierra, Citrus and Summit Avenues and Lytle Creek Road. These include the JW Mitchell Specific Plan, the Arboretum Specific Plan, Empire North Fontana, Annexation No. 169, the Lytle Creek North Specific Plan, and other smaller tracts.

The project site is located at the northwestern end of the City of Fontana and is surrounded by vacant land to the northeast, east and south. However, the areas east and southeast of the site are planned for development under the proposed Arboretum Specific Plan. The vacant land south of the site and the SCE right-of-way is currently being developed with a residential tract. Also, the vacant area northwest of the site and across the I-15 Freeway is proposed for annexation to the City. The vacant lands southwest and northeast of the site are the only remaining vacant lands where no development proposals are known at this time.

The proposed project is not likely to induce development in the areas where proposed development projects have been planned and are likely to precede the development within the *Ventana at Duncan Canyon Specific Plan*. The project's potential to induce development would be limited to the "unplanned" areas southwest and northeast of the site.

Roadways, infrastructure, public services, and utilities would be improved or be extended to serve the project site. Future developments coming into the area would then have to connect to existing lines or extend only from the nearest line. This could reduce costs for developments that come in later. However, the need for utility line upgrades or the costs to pay for new service would still have to be paid by individual developments. Similarly, the cost for upgrades to the roadway and utility lines would be borne by each developer, with fee credits from the City of Fontana for costs that are not associated with the development. Thus, future developments that would be served by a new line would still pay the proportionate impact fees to the City. This means that the utility infrastructure extensions that would accompany the project would not eliminate the cost of line extensions or decrease the development costs of the adjacent vacant lands. No growth-inducement would occur from utility extensions provided by the project.

Since no police or fire stations are proposed as part of the project, no growth-inducing impacts associated with these public services would occur with the project. Also, school, library and medical services will be provided at their existing locations, with residents and employees of the *Ventana at Duncan Canyon Specific Plan* coming to these locations. Thus, the project would not bring public facilities to the site or the area.

The proposed street improvements that would accompany the proposed project would add travel lanes and traffic signals to improve traffic flow in the area. These improvements may also make the areas near the site more attractive to investors, property owners and future residents and, thus, create additional housing demand and induce new development in these areas.

But new developments would have to pay on a fair share basis for the costs of roadway and signal improvements, as part of their development. Thus, a perceived decrease in development costs for adjacent lands, due to existing improved roadways, would not necessarily translate to a decrease in development costs for roadway improvements.

Together with other proposed developments in the surrounding area, the proposed project would contribute to the ongoing growth and development in the North Fontana area. However, future development of the adjacent vacant parcels would be subject to review and approval by the City of Fontana. This review and approval of future developments would ensure that adequate services and infrastructure are available to serve individual developments and that no land use conflicts are created.

IMPACTS FOUND NOT TO BE SIGNIFICANT

Pursuant to Section 15128 of the CEQA Guidelines, an EIR shall contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant and were, therefore, not discussed in detail in the EIR. Impacts found not to be significant are presented in Section 8.0, *Impacts Found to be Insignificant*, of the EIR. The discussion in this section is based on the findings of the environmental analysis in Section 4.0, *Environmental Impact Analysis*. Based on the environmental analysis, the proposed project was determined not to have the potential to cause significant adverse effects on population and housing, mineral resources, and agricultural resources.

PROJECT ALTERNATIVES

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

The alternatives considered for the proposed project include the following:

- **No Project Alternative.** The No Project Alternative anticipates that the project site would remain in its existing condition, unaltered. This alternative also assumes that the existing single-family residence and its accessory structures will remain in place and the rest of the site will retain its undeveloped condition indefinitely, as it presently exists.
- **Existing Land Use Designation.** As a subset of the No Project Alternative, the Existing Land Use Designation Alternative would allow future development on the site in accordance with the current Regional Mixed Use (RMU) designation. At the allowable residential density of 12 to 24 units per acre, approximately 35 percent of the site would accommodate 434 to 868 dwelling units. The remaining 67.15 acres would accommodate from 292,512 to a maximum of 2,925,119 square feet of commercial and light industrial uses, based on the allowable floor area ratio of 0.1 to 1.0. These developments can be constructed on the site under the existing land use and zoning designation.
- **Residence Preservation Alternative.** The preservation of the existing Taylor House and accessory structures at the former Lytle Creek Winery, located at the southeastern corner of Duncan Canyon Road and Lytle Creek Road, is considered as an alternative to the project, since the former winery site and existing structures are considered historically significant. This alternative would eliminate the commercial development proposed for Planning Area 9, which would consist of 6,000 square feet of restaurant/winery or office uses. All other planning areas would be developed as proposed in the Specific Plan. This alternative would not call for the rehabilitation or reuse of existing structures.
- **Lower Intensity Alternative.** Under this alternative, the project site would be developed with subject to the land uses as proposed under the *Ventana at Duncan Canyon Specific Plan*, but at lower densities. While less development intensities may be constructed on the project site, the intensity of development that would be

constructed on the site under this alternative would still not reduce potential air quality impacts to levels below SCAQMD thresholds. The project would have to scale down to 297 condominiums only or to 20,000 square feet of commercial uses only. This would leave much of the site as open space. The lower density development under this alternative would not be compatible and consistent with planned land uses in the North Fontana area under the Regional Mixed Use designation, where a mix of commercial, light industrial and residential land uses are allowed. Thus, a slightly reduced development is proposed under this alternative, featuring 400,000 square feet of commercial uses and 500 single-family detached housing units.

- **Alternative Sites.** Under this alternative, vacant parcels in other areas of the City, which may accommodate the residential and commercial developments proposed for the project site, are considered as potential alternative sites for the project. These include existing vacant sites in the North Fontana area, some of which have been proposed for residential and commercial developments. This alternative would move the demand-driven impacts of the project to other sites but would not reduce them. Also, the alternative sites present a different set of constraints to development or would lead to environmental impacts based on the presence of environmental resources at each site. Thus, an alternative site would not necessarily avoid or reduce the impacts associated with the proposed project.

Environmentally Superior Alternative

CEQA requires that the EIR identify the environmentally superior alternative among all of the alternatives considered, including the proposed project. If the No Project Alternative is selected as environmentally superior, then the EIR shall also identify an environmentally superior alternative among the other alternatives. Based on the comparative analysis of alternatives, as provided in Section 9.0, the No Project Alternative is considered to be environmentally superior in that its implementation would result in no development on the project site and no environmental impacts or changes to existing conditions would occur. The Lower Intensity Alternative, which would result in less commercial and residential developments on the project site, would also be considered as the environmentally superior alternative. This alternative would generate lesser environmental impacts than the proposed project, as they relate to traffic, utilities, public services and other demand-driven impacts. However, this alternative would still not reduce potential air quality impacts to below a level of insignificance.

AREAS OF CONTROVERSY / ISSUES TO BE RESOLVED

A number of comment letters were received in response to the Notice of Preparation (NOP). Areas of controversy or issues that need to be addressed, as raised by comments made in response to the NOP, include:

- ◆ The California Department of Toxic Substances Control has indicated that current and historic uses at the site and near the site that may have results in the release of hazardous substances be addressed, along with the mechanism to investigate or remediate any contamination on the site in accordance with existing regulations.
- ◆ The South Coast Air Quality Management District (SCAQMD) has indicated that the air quality analysis in the EIR should follow the CEQA Air Quality Handbook of the District. The analysis shall include construction-related and operation-related air quality impacts, impacts from indirect sources, and toxic air contaminant impacts. Localized air quality impacts and localized significance thresholds should also be used in addition to the regional significance thresholds. Projects generating heavy duty diesel-fueled vehicles should also perform a mobile health risk assessment. All feasible mitigation measures shall be provided for significant adverse air quality impacts, as contained in Chapter 11 of the CEQA Air Quality Handbook.

- ◆ The Native American Heritage Commission has indicated that a record search at the California Historic Resources Information Center was needed, including a review of the Sacred Land Files at the Native American Heritage Commission. Requirements for the archaeological inventory survey were provided, along with mitigation for the potential for subsurface resources and the discovery of human remains. It indicated that avoidance should be considered when significant cultural resources are discovered during project planning.
- ◆ The San Bernardino County Land Use Services Department indicated that the County Department of Public Works should be included in the mailing list and transportation and circulation impacts reviewed and coordinated between the City of Fontana and the County of San Bernardino.
- ◆ The Southern California Association of Governments (SCAG) indicated that the project is regionally significant and identified policies in the Regional Comprehensive Plan and Guide and Regional Transportation Plan that directly relate to the project and requested that the project's consistency with these policies be addressed in the EIR.
- ◆ The San Bernardino County Department of Public Works has indicated that the County Solid Waste Management Division is responsible for County landfill operations and wants waste generation and landfill capacity, construction and demolition debris, hazardous waste generation and commercial hauling of solid wastes addressed in the EIR. In a separate letter, this agency also requested a copy of the EIR and technical reports when available.

These comments on the NOP are addressed in appropriate sections of this EIR.