

4.2 LAND USE AND PLANNING

4.2.1 *Environmental Setting*

Existing Land Use

The project site is 16.29 acres in size and is located west of Mountain Avenue and north of Fifth Street, approximately ¼ mile south of the San Bernardino (I-10) Freeway in the northwestern section of the City of Ontario. The site is currently developed with two vacant commercial buildings, including a building previously shared by a Target department store and a Ralph's/Food 4 Less grocery store and another freestanding building previously occupied by a Toys R Us toy store. In addition, a Hollywood Video store is located and operating on a 1.06-acre area at the northeastern corner of the site. Near the video store is an abandoned kiosk (formerly Jack's Key Service). The rest of the site is primarily a paved parking lot. The adjacent lands are developed with residential and commercial uses.

Existing land uses on the site and near the site are discussed in detail in Section 2.0, *Environmental Setting*.

Planned Land Use

Ontario General Plan

The project site is designated as General Commercial in the City of Ontario General Plan Land Use Policy Map (Ontario General Plan Land Use Map, 2007). The General Commercial designation allows for a wide range of retailing, wholesaling and service (including highway service) uses, in addition to community shopping facilities. Future development under the General Commercial land use designation allows as much as 265,367.5 square feet of commercial development on the 15.23-acre portion of the site (maximum floor area ratio of 0.40) and no structure may exceed 35 feet in height (Ontario General Plan, 1992 p. 7-24). This excludes the 1.06-acre area occupied by the Hollywood Video store, which will remain in place.

According to the Ontario Development Code and Zoning Map, the project site is zoned as Specific Plan and is located within the Mountain Village Specific Plan (Ontario Zoning Map, November 2005). A Specific Plan designation allows for the property to be developed in accordance with the standards in the applicable specific plan, rather than the City's Development Code (Ontario Municipal Code, Section 9-1.2120).

Mountain Village Specific Plan

The Mountain Village Specific Plan was adopted in 1998 and includes the project site and other commercial and residential areas and vacant land south of the I-10 Freeway along Mountain Avenue and Sixth Street. The Specific Plan calls for the development of commercial, office, and residential uses within a 55.8-acre planning area. There are four development districts identified within the Specific Plan, each characterized by different land uses and design objectives. The project site is located within the Main Street District, which is a 22.3-acre area along the western side of Mountain Avenue from Fifth Street to Sixth Street. The project site is referred to as the "Target Center" within the Specific Plan and is designated for Commercial land uses (Mountain Village Specific Plan, 1997 pp. 1-7).

The Main Street District envisions the former commercial uses (Target, Food 4 Less, and Toys R Us) to remain, with the addition of a commercial anchor, an expanded garden center, small shops, and new landscaping on the site and development of Main Street as a pedestrian friendly corridor between the theater to the north and the Target Center on the south. Additionally, "a tower of architectural merit" is

planned on the southern end of Main Street and on the project site, to “establish a visible landmark at Main Street’s southern end” (Mountain Village Specific Plan, 1997 p. 15). Development standards and design guidelines are provided in the Specific Plan to regulate new development within the Specific Plan area.

Redevelopment Plan for Project No. 2

The site is also located within the project area for the Ontario Redevelopment Project Area No. 2 (Ontario Redevelopment Project Areas, 2006). The Redevelopment Plan for Project Area No. 2 calls for the rehabilitation and redevelopment of blighted areas and the upgrade or provision of the necessary public infrastructure and facilities through the use of tax increment financing. New development and redevelopment within the redevelopment project area is allowed in accordance with the Ontario General Plan (DEIR for Amendment No. 1, 1994 pp. 2-5 to 2-6)

Regional Plans

In addition to the City planning regulations that pertain to the site, as described in Section 2.0, *Environmental Setting*, a number of regional plans regulate development in the City of Ontario and the region. A brief discussion of these plans is provided below.

SCAG’s ***Regional Comprehensive Plan and Guide (RCPG)*** provides a regional policy and framework for regional planning in Southern California, in order to manage growth and development in the region. The RCPG calls for the involvement of, and coordination with, 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 (RCPG, 1996, p. 2).

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 Ontario is projected to be occupied by 305,509 residents, with 90,417 households and 147,785 jobs by 2030 (SCAG RTP Growth Forecasts, 2004). The RCPG addresses regional issues through its adopted goals and policies, but does not specifically address the project site (RCPG, 1996, pp. 1-4 to 1-7).

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 four key principles:

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

(Growth Vision Report, 2004 pp. 6-7)

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 2000-2005 planning period under the most-recent RHNA. The City of Ontario is identified as having a future housing construction need of 2,401 dwelling units and an existing housing need of 42,085 housing units/households. The RHNA also provides guidance on the development of housing projects in the City (SCAG Housing Southern Californians website, accessed 3/8/2007). The RHNA is currently undergoing an update and the draft RHNA allocation shows an existing housing need of 23,190 units for the City of Ontario and a future housing need of 7,662 units for the 2006 to 2014 planning period.

SCAG's **Regional Transportation Plan (RTP)** outlines the regional transportation needs and projects for the region to the year 2030. This plan was last updated in April 2004 and is currently subject to another amendment (SCAG RTP website, accessed 3/9/2007). The RTP outlines a multi-modal approach for the improvement of mobility and funding of transportation projects. Projects in the RTP include investments in Intelligent Transportation Systems (ITS), Congestion Management Systems (CMS), Transportation Demand Management (TDM), High Occupancy Vehicle (HOV) projects, mixed flow projects, toll corridor projects, transit corridor projects, truck lanes, grade separations, magnetic levitation technology (Maglev) system, and aviation projects. 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 specifically address the project or the site, although freeways and arterials near the site are considered for potential transportation improvements under the RTP (RTP, 2004 pp. 85 to 140).

SCAG's RHNA and RTP 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 June 2008. Additionally, at the request of SCAG, the updated RHNA will utilize the pending 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 (SCAG RHNA website, accessed 6/6/2007).

San Bernardino County Congestion Management Program (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 roadway intersections and freeway interchanges on the County's CMP-designated highway system and implements an enhanced transportation management program to ensure that the designated roadways meet this standard. If the 1992 LOS is F, a 10-percent degradation is considered a deficiency. 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 website, accessed 6/12/2007 and CMP, 2003 pp. 2-1 to 2-3).

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 Ontario and the project site (SANBAG website, accessed 3/8/2007).

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 (Air Quality Impact Analysis - AQIA, 2007 pp. 8-10). 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. The AQMP regulates stationary sources of pollutant emissions and construction activities at the project site and the rest of the South Coast Air Basin (SCAQMD Rule Book website, accessed 3/12/2007).

A draft 2007 AQMP has been prepared by the SCAQMD, which recognizes the interaction between photochemical processes that create the smallest airborne particulates (PM_{2.5}). The draft AQMP provides a coordinated plan for both ozone and PM_{2.5} pollutants. Key emissions reduction strategies in the updated air quality plan include:

- ◆ Ultra-low emissions standards for both new and existing sources (including on-and-off-road heavy trucks, industrial and service equipment, locomotives, ships and aircraft)
- ◆ Accelerated fleet turnover to achieve benefits of cleaner engines
- ◆ Reformulation of consumer products
- ◆ Modernization and technology advancements from stationary sources (refineries, power plants, etc.) (AQIA, 2007, p. 10)

RWQCB's *Water Quality Control Plan (WQCP) 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. The Plan also sets water quality goals and is used as a basis for the basin's regulatory programs (WQCP, 1995, pp. 1-1 to 1-2).

4.2.2 *Threshold of Significance*

In accordance with 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

The Hollywood Video store will remain in operation. The proposed Wal-Mart Supercenter would not change the existing commercial land use of the project site, but would lead to the intensification of commercial uses. Roadway and utility improvements would not lead to significant adverse land use impacts.

Established Communities (*Would the project physically divide an established community?*)

The project site is developed with commercial structures that were previously utilized by Target, Toys R Us, Food 4 Less, and Jack's Key Service. Target and Food 4 Less shared the building at the western section of the site and Toys R Us occupied a freestanding building at the southeastern section of the site. Jack's Key Service occupied the kiosk at the northeastern section of the site. These buildings have been abandoned and are vacant. The Hollywood Video store is the only building in use and operates within a 1.06-acre area at the northeastern corner of the site.

The proposed project would involve the demolition of existing vacant commercial structures (covering a total of 201,610 square feet) and the construction of an approximately 190,803-square-foot building on the western portion of the site, with parking areas on the eastern portion. The area to be occupied by the new building and parking lot would cover approximately 15.23 acres. The Hollywood Video store would remain in place (Design Review Plans, November 2005).

While the project would lead to the redevelopment and reuse of the site, the same types of commercial uses previously operating at the site would be reestablished. No change in land use on the site is proposed and no change in land use on adjacent areas would occur.

The sewer line upgrade would occur on a paved easement and street segment and no change in existing and future land uses would occur with the project.

No new land uses would be introduced and no involuntary displacement of existing land uses is expected. While there are residential uses to the west, south, and east of the site, the project would not divide these adjacent neighborhoods since the residential areas form separate communities, with the site located at the edges of these communities. Also, no displacement of housing units or residential uses in the adjacent communities is expected to occur with the proposed project. No impact related to the division of established communities would occur.

Applicable Land Use Plans and Policies (*Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?*)

The proposed project would not conflict with existing land use or zoning designations. The proposed grocery, general merchandise store, and outdoor garden center uses are allowed under the General Commercial land use designation and Specific Plan zoning designation of the site. No change in land use or zoning designations is proposed as part of the project. The project would replace existing vacant commercial buildings with a new building consistent with the allowable intensity in the Mountain Village Specific Plan. The proposed project would need to comply with applicable land use regulations, as discussed below.

Ontario General Plan

The proposed Wal-Mart Supercenter project would be developed under the General Commercial land use designation of the Ontario General Plan Land Use Policy Map. The proposed general merchandise store, grocery, sale of alcoholic beverages, banking services, game arcade, and outside garden center are retail and service uses that are allowed under the General Commercial designation (Ontario General Plan, 1992 pp. 7-24). The proposed project is consistent with the General Plan Land Use designation for the site. The proposed building of approximately 190,803 square feet is less than the allowable floor area under a floor area ratio of 0.40 (approximately 265,368 square feet on the 15.23-acre portion of the site).

Project compliance with pertinent policies in the Ontario General Plan is provided in Table 4.2-1, *General Plan Policies*. As shown, no conflict with the policies of the Ontario General Plan would occur with the proposed project. No significant adverse impacts are expected.

Policy	General Plan Policy	Project Consistency
	Hazards Element Policies	
1.5	Adopt and maintain high standards for seismic performance of new buildings, through prompt adoption and careful enforcement of the most current seismic standards of the Uniform Building Code.	The proposed structure and infrastructure improvements shall be constructed in accordance with the current Uniform Building Code, including applicable seismic design criteria.
2.5	Require local drainage-related improvements as part of new development approvals.	The proposed project would include the extension of the storm drain line in Mountain Avenue.
3.5	Maintain a City-wide response time of five minutes or less for existing and new development.	The project is not expected to increase emergency response times in the City, with compliance with standard conditions, as discussed in Section 4.11, <i>Public Services and Recreation</i> .
3.6	Continue Fire Department review of proposed new development.	The project would be subject to plan check review by the Fire Department, as discussed in Section 4.11, <i>Public Services</i> .
3.7	Development shall be consistent with City fire flow requirements.	The proposed project will be required to provide adequate fire flows, as discussed in Section 4.11, <i>Public Services and Recreation</i> .
3.8	To ensure the health, safety, and welfare of the community, development must be consistent with the fire and life-safety objectives of the City.	The proposed project would comply with existing regulations to promote public health, safety, and welfare.
4.3	Require that developers clear only “necessary” acreage during construction. Acreage cleared should reflect the prospect of development in the immediate future as well as the contractor’s ability to control windblown dust during a high wind episode.	Fugitive dust control measures would be implemented during construction of the project, as discussed in Section 4.5, <i>Air Quality</i> .
4.4	Incorporate mandatory dust control measures similar to those required by the County into the City Development Code, including: <ul style="list-style-type: none"> • Pre-watering and 24 hour sprinkler irrigation on jobsites; • Vegetative cover with temporary irrigation on idle lands after grading is complete; • Watering with reclaimed water is encouraged. 	Fugitive dust control measures would be implemented during construction of the project, as discussed in Section 4.5, <i>Air Quality</i> .

TABLE 4.2-1 GENERAL PLAN POLICIES		
Policy	General Plan Policy	Project Consistency
9.3	Establish standards for all types of noise not already governed by local ordinances or preempted by state or federal law.	The project shall comply with the City's noise standards, as discussed in Section 4.6, <i>Noise</i> .
Policy	Natural Resources Element Policies	
1.1	Promote and where possible require water saving policies, programs, and devices which minimize reliance of local users on imported water. Vigorously pursue reductions in per capita water consumption for both homes and businesses. Encourage water conservation by the inclusion and placement of water-saving equipment and landscaping in new and existing development. Specify and require low flow fixtures and dry climate plant materials (xeriscape) in the Development Code, both for new projects and for rehabilitation of existing buildings. The city will explore the possibility of periodic water audits to ensure efficient water use.	The proposed project shall incorporate water conservation measures, including water-efficient irrigation systems, as required under Uniform Plumbing Code and Title 6, Chapter 8 of the Ontario Municipal Code. Most of the proposed landscaping materials are drought tolerant plant materials.
2.2	Require traffic reduction measures such as ridesharing and staggered work hours for employers with more than 100 employees.	The project will provide staggered work hours (Brent McManigal, pers. comm. 1/16/2007) and shall implement traffic reduction measures, as discussed in Section 4.4, <i>Transportation and Circulation</i> .
2.11	Encourage landscaping that most effectively aids in reducing air pollutants.	Trees, shrubs, and groundcover are proposed throughout the site to reduce fugitive dust from high winds.
Policy	Aesthetic, Cultural, Recreational and Open Space Element Policies	
1.6	Explore the potential for funding of open space from commercial/industrial development.	The proposed project would not include plazas or open space, but the Mountain Village Specific Plan includes the provision of open space areas at other sections of the Main Street District.
4.8	Complete the linkages proposed in the Master Plan of Bikeways.	The project will pay development impact fees, which would include its fair share for funding Bike Route signs along the site on Fifth Street, as provided by the City when connections to other bikeways in the area are planned or completed.
5.1	Require that new development respect and preserve the view opportunities of existing development in the area. Include view preservation standards in the Development Code.	The proposed project would provide opportunities for northerly views of the San Gabriel Mountains at the eastern section of the site.
5.6	Require, to the maximum extent feasible, the underground placement of utilities.	The project would include the undergrounding of overhead power lines along the northern and western boundaries of the site.
7.1	Through and as specified in the Development Code, ensure that art in public places is provided for major new developments and renovation projects.	A decorative tower would be provided at the southern end of Main Street on the site.
Policy	Community Development Element Policies	
1.3	Through signage, landscaping, and design treatment, utilize Ontario's arterial highway corridors to maintain	The proposed village wall and landscaping on Mountain Avenue and Fifth Street would

TABLE 4.2-1 GENERAL PLAN POLICIES		
Policy	General Plan Policy	Project Consistency
	the connectivity between the city's residential neighborhoods and its employment centers.	match the existing wall and landscaping at the northern section of the Mountain Village Specific Plan area.
2.1	When appropriate, require development proposals including commercial, industrial, and residential uses to prepare fiscal studies to identify related benefits and projected revenues of the project and cost of required public facilities and services.	The City does not generally require a fiscal analysis but the project would lead to the redevelopment and reuse of the site, adding to tax increment funds and sales taxes in the City.
2.2	Utilize fiscal impact analysis to determine the effect of the project on the ability of the City and related service providers to provide adequate public facilities and services to serve as a basis for determining any appropriate conditions of approval that should be imposed. (This policy would ensure that future development does not become a fiscal liability for City residents.)	The project is not expected to become a fiscal liability as it would be required to pay development impact fees to fund capital improvements to public services and utility infrastructure and service fees needed to the serve the project (Ontario Development Agency Development Impact Fees, 2007).
3.2	Require adequate buffering between potentially incompatible land uses, especially between residential development and industrial uses.	The residential areas to the west would be separated from the proposed building by a minimum 20-foot landscaped setback, and 8-foot block wall and a drive aisle.
6.1	Support and assist efforts to establish regional shopping facilities within the City of Ontario.	The proposed project would increase shopping facilities in the City.
7.1	Encourage a pattern of land uses to establish an economic base which provides sufficient jobs for those who choose to both live and work in Ontario.	The proposed project would provide employment opportunities for residents of the area.
7.2	Require new Specific Plans and revisions to existing Specific Plans which include commercial and/or industrial development to demonstrate compatibility with the Goals and Implementation Policies of the General Plan, and in particular with Policy 7.1, immediately above.	The proposed project would provide employment opportunities and would be consistent with the Mountain Village Specific Plan, as discussed below.
7.7	Increase employment potential for working women by providing child care facilities near work centers.	No child care facilities are proposed on-site. Nearby child care facilities are available at the Redeemer Lutheran Pre-School at the corner of Palmetto Avenue and Sixth Street, northeast of the site (Yahoo! Yellow Pages website, accessed 3/9/2007 and Shelly Reinschmidt, pers. comm. 3/9/2007).
7.8	Encourage locating higher employment generators within Ontario's industrial areas.	The site is not an industrial area.
Policy	Infrastructure Element Policies	
1.6	The City will adopt a landscape water conservation ordinance by January 1, 1993 as required by State law.	The project would comply with the City's water conservation regulations.
4.1	Expand the recycling program to include multi-family residences, commercial and industrial uses. Establish and maintain incentives which encourage residents and businesses to participate.	The proposed project would implement on-site recycling programs, as discussed in Section 4.12.4, <i>Solid Waste Disposal</i> .
10.5	Continue Police Department review of proposed new development.	The project would be subject to plan check review by the Police Department , as discussed in Section 4.11, <i>Public Services and Recreation</i> .

TABLE 4.2-1 GENERAL PLAN POLICIES		
Policy	General Plan Policy	Project Consistency
11.2	Require that new development be consistent with the provisions of the Countywide Congestion Management Program.	The project would be consistent with the County's Congestion Management Program, as discussed in Section 4.4, <i>Transportation and Circulation</i> .
12.1	Discourage direct driveway access to arterial roadways.	No new driveways are proposed on Mountain Avenue, an arterial street. Also, no new driveways are proposed on Fifth Street, a local street.
12.2	Maintain at least a Level of Service D for roadway segments and at least Level of Service E for intersections on all streets whenever possible.	Roadway performance is controlled by the performance of intersections, more than roadway segments. Roadway intersections in the area would operate at LOS D or better, with the mitigation provided in Section 4.4, <i>Transportation and Circulation</i> .
14.1	A traffic impact analysis shall be prepared for all new development projects greater than 10,000 gross square feet. If needed, financing plans for circulation improvements shall be developed as part of this analysis.	A traffic impact analysis has been prepared for the project and is summarized in Section 4.4, <i>Transportation and Circulation</i> .
14.2	As part of a comprehensive trip reduction ordinance, define standards and requirements to promote reliance on alternative methods of commuting other than single occupant vehicles. This effort can be accomplished by transportation demand management and other techniques, programs, and provisions applied to new development within the City of Ontario.	The project shall incorporate transportation demand management measures such as bicycle racks, pedestrian and bicycle pathways, passenger loading areas, and preferential carpool/vanpool spaces, in accordance with the City's Trip Reduction Ordinance.
15.2	Require new development to fund transit facilities, such as bus shelters and turnouts, where feasible.	The project would provide a bus shelter at the existing bus stop on Fifth Street, southeast of the site.
15.3	Include pedestrian facilities in new developments where possible, especially pedestrian pathways in new residential developments and pedestrian plazas and connections in new employment centers where such plazas and connections can effectively reduce automobile travel.	The southern segment of Main Street would be constructed as part of the project, to serve as a pedestrian connection to the Entertainment District, as envisioned by the Specific Plan. Sidewalks and pedestrian pathways would be provided to allow nearby residents to walk to and from the site.
Source: Policies from Ontario General Plan, 1992 pp. 1-1 to 1-41		

As discussed, the project would not conflict with the Ontario General Plan. While the project would not include the installation of Bike Route signs along the project site boundaries, this conflict is not considered significant since the project would pay development impact fees for its fair share contribution for bike route signs that would be placed along the site in the future (Mauricio Diaz, pers. comm. 3/13/2007). Today, there are no Bike Route signs on the segments of Fifth Street west and east of the site. Putting the signs along the site boundaries alone would only serve to confuse bicyclists in the area. Thus, bike route signs along the site on Fifth Street will be provided by the City when connections to other bikeways in the area are planned or completed. Impacts on Bike Routes would be less than significant.

Redevelopment Plan for Project No. 2

The Redevelopment Plan for Project No. 2 calls for the redevelopment of the project site, in accordance with the Ontario General Plan (EIR for Amendment No. 1, 1994 p 2-6). The proposed project would demolish the

existing vacant and deteriorated buildings and would redevelop the site with commercial uses. With the proposed project's consistency with the allowable development under the Ontario General Plan (as discussed above), no conflict with the Redevelopment Plan for Project No. 2 is expected.

Mountain Village Specific Plan

The site is located in the Main Street District of the Mountain Village Specific Plan (MVSP). The proposed commercial uses within the Wal-Mart Supercenter are allowed in the Main Street District. Specifically, food stores, eating places, garden supplies, general merchandise retail, and personal and professional services are permitted uses in Main Street, with video arcades and banks as conditional uses (MVSP, 1998 p. 16-17). Thus, with a conditional use permit, the project is consistent with the commercial uses anticipated on the site.

In accordance with the MVSP, the Main Street District is allowed to have as much as 388,555 square feet of commercial floor area at a maximum floor area ratio of 0.4, but is anticipated to have a total of 351,400 square feet (FAR 0.36). This includes 35,500 square feet of new retail uses and 180,000 square feet of existing retail uses on the site for a total commercial floor area of 215,500 square feet (MVSP, 1998 p. 116). The proposed project would provide 190,803 square feet of floor area for the Wal-Mart Supercenter, which would replace the retail uses that were considered existing at the time of the Specific Plan adoption. Thus, the size of the project would be within the permitted and anticipated limits of allowable retail floor area on the site.

The redevelopment of the Main Street District envisions a friendly pedestrian connection between the Target Center and the Entertainment District. Main Street is proposed as a narrow road with special paving, lined by new retail shops, outdoor dining areas, and office uses. Shade trees and palm trees along Main Street are expected to add to the locational landmarks (MVSP, 1998 pp. 6, 8, 66). The proposed project would include the development of Main Street and Hawthorne Street through the site, with landscaping along the streets to include palm trees and shade trees. The planned architectural focal point would be provided by the decorative tower that would be constructed at the southern end of Main Street. The Specific Plan calls for the replacement of the pylon sign on-site with the decorative tower, which will be incorporated as part of the project.

The Specific Plan also assumed that the Target, Food 4 Less, and Toys R Us stores would remain, with an additional anchor store, expanded garden center, new retail shops, and landscape improvements provided at the site (MVSP, 1998 p. 7). The proposed project would bring back the general merchandise store, grocery, and outdoor garden center that previously operated at the site, as well as providing landscape improvements. An additional anchor store was anticipated at the northeastern corner of the site and small retail shops to be located at the southeastern corner of the site on Mountain Avenue and at the gas station parcel. These anchor and retail stores would not be included as part of the project but a Hollywood Video store has been developed at this location. The project would not preclude future anchor and retail stores to be developed on the site since their designated locations would remain open as surface parking areas. The proposed project would bring back the development at the western section of the site and the additional anchor and retail shops may still be developed on-site at some future date. No conflict with the Specific Plan or significant adverse impact is expected.

The village wall is proposed to create a sense of enclosure; screen blank building walls with vines; screen parking lots; and create an identity for Mountain Avenue. The village wall along the site's eastern boundary would be reconstructed and a village wall provided along Fifth Street to meet these purposes. Street trees are proposed as alternating shade trees and flowering trees for a distinct character for Mountain Avenue. The proposed landscaping along Mountain Avenue and Fifth Street would include alternating shade trees and flowering trees, as well as provide flowering trees in the parking lot, to create the parking orchards, proposed in the Specific Plan (Design Review Plans, November 2005).

Section 4.2

Land Use and Planning (continued)

Consistency with the Specific Plan’s development standards for commercial developments is provided in Table 4.2-2, *Specific Plan Standards*.

TABLE 4.2-2 SPECIFIC PLAN STANDARDS		
Development Standard	Project Consistency	Complies?
Floor Area Ratio of 0.25 to 0.40, with Main Street anticipated to have an FAR of 0.36	FAR of 0.279 (190,803 sf for Wal-Mart and 7,035 sf for Hollywood Video on 16.29-acre site)	YES
Setbacks Along Mountain Avenue – 13 feet Along Fifth Street – 10 feet Along Main Street (east side) – 0 feet Along Main Street (west side) – 6 feet Where commercial district abuts residential area – 20 feet Interior property lines between commercial parcels – 7.5 feet	475 feet 75 feet 65 feet 160 feet 45 feet 130 to 325 feet	YES
Building Height Maximum height - 2 ½ stories – 35 feet Minimum height – 20 feet Main Street Tower – 60 feet Minor architectural features (< 150 sf) – 45 feet	1 story and 29 feet; 35 feet at towers 29 feet 50 feet* 35 feet	YES
Commercial Parking – 1 space per 250 square feet	772 parking spaces (745 spaces required)	YES
Bicycle Parking – 4 spaces for 1 st 50,000 sf plus 1 space per additional 50,000 sf	75 spaces in 25 racks, as required by City’s Trip Reduction Ordinance	YES
On-site Landscaping – 15 percent Landscaped setbacks between buildings and streets– same as building setbacks Between parking lots and streets – 10 feet Adjacent to residential areas - 10 feet Interior property lines – ½ of building setback	N/A 10 feet on Mountain Avenue and Fifth Street 20 feet N/A	YES
Height of Fences and Walls – 42 inches, except Adjacent to residential areas – 8 feet Village wall – 3 feet, except where column, pilaster and signage provided	8 feet 3 feet	YES
Signs – Gateway signs, major towers, village wall signs, building face and projecting signs and pedestrian oriented signs	Village wall signs and building face signs, as per standards in Specific Plan	YES
Village Wall Setback – 5 feet from street property line, 8 feet from building and 5 feet from parking pavement Height – 3 feet Materials - Concrete base, textured CMU, 8 inches thick, entries or pilasters every 12 feet, end with pilaster or column, pre-cast cap Lighting – uplights along length or attached to sides or top of columns	5 feet from parking pavement 3 feet Concrete base, textured CMU, 8 inches thick, entries or pilasters every 12 feet, end with pilaster, pre-cast cap	YES
Entries – Parcels less than 8 acres – 1 major project entry Parcels over 8 acres – 2 major project entries	2 major project entries on Mountain Avenue and one on Fifth Street	YES
Lighting – per Security Code Direct light into property; no glare or light on adjacent	Project will comply with Security Code and provide lighting at 1 foot	YES

TABLE 4.2-2 SPECIFIC PLAN STANDARDS		
Development Standard	Project Consistency	Complies?
property or streets No high intensity discharge lamps Uplights for landscaping recommended No more than 0.5 fc at property line adjacent to residential areas 18-foot pole or 3-foot bollards along pedestrian paths Fixtures and poles consistent within Specific Plan area Base design along streets - same color and texture as village wall 24-inch tall clamshell base cover for parking lot lights	candle per square foot. Lights will be shielded. While lighting plan has been submitted, exterior lighting will consist of include downward-facing single- or double-headed fixtures on 18-foot poles, in conformance with the guidelines in the Mountain Village Specific Plan. Lighting would also comply with the requirements of the Security Code.	
sf – square feet * - architectural tower to be designed in accordance with Specific Plan guidelines Source: Development standards from MVSP, 1998 pp. 18-53		

A village wall is planned on Mountain Avenue, with gaps at minor and major entry driveways. This wall has been built, but will be replaced due to the proposed widening of Mountain Avenue. In the Specific Plan, a village wall with trellis is planned along the southern wall of the Toys R Us building (MVSP, 1998 p. 42). With the proposed demolition of this structure, no village wall trellis is necessary at this location. Instead, a village wall similar to those along Mountain Avenue would be provided by the project at this location.

The Specific Plan calls for tree-lined streets to promote walking and to create an attractive streetscape. Major vehicular entries are limited to two locations on Mountain Avenue and one location on Fifth Street, with minor curb cuts allowed at one per parcel or per two parcels (MVSP, 1998 p. 55-57). The proposed project would maintain the existing driveway entries to the site, which include the driveway relocated to Hawthorne Street and another main driveway to the south on Mountain Avenue and one on Fifth Street, as well as a secondary driveway to the Hollywood Video store on Mountain Avenue and a service driveway on Fifth Street.

Pedestrian connections are proposed throughout the Specific Plan area, to include sidewalks along Mountain Avenue, Fifth Street, and Main Street and landscaped pedestrian walkways along the northern edge of Hawthorne Street through the site to the Target building; along the front façade of the Target and Food 4 Less building to Fifth Street; from the southeastern corner of the Target building east to Mountain Avenue; and north-south through the Target center parking lot from Toys R Us to the new anchor (MVSP, 1998 p. 56). The proposed project would provide sidewalks along Mountain Avenue, Fifth Street, and Main Street. It would also provide the pedestrian connections on Hawthorne Street and along the building’s front façade to Fifth Street. However, the connections from the proposed building easterly toward Mountain Avenue and from the Toys R Us store northerly to the new anchor through the parking lot are not included, due to the planned demolition of the Toys R Us building and the removal of the need to connect the now closed Toys R Us store or other commercial use to the rest of the Specific Plan area (Design Review Plans, November 2005).

As required in the Specific Plan, the project would provide 5-foot sidewalks and 5-foot wide parkway areas along Mountain Avenue and Fifth Street. Along the building façade, the walkway area would be at least 10 feet wide, with tree wells and planter boxes. As stated in the Specific Plan, palm trees and pear trees would alternate along Main Street, with sycamores and crape myrtles alternating along Mountain Avenue, Hawthorne Street, and Fifth Street, and crape myrtle trees in the parking lot (MVSP, 1998 pp. 60, 68-70, 85).

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Land Use and Planning (continued)

Main Street is proposed as a 47.5-foot wide two-lane street, with parking islands and 4-foot wide parkways for trees and lights, and 6-foot wide walkways with seating areas. Hawthorne Street is also proposed as a 47.5-foot wide two-lane street, with parking/drop-off areas and walkways along the north side only and parkways for trees and lights on both sides (MVSP, 1998 pp. 66-69). The project has incorporated these improvements along Main Street and Hawthorne Street.

No parks and plazas are proposed on-site under the Specific Plan and none will be provided by the project. Parks and plazas have been provided in the Sixth Street and Entertainment Districts and a plaza is proposed at the southwest corner of Sixth Street and Mountain Avenue, within the Main Street District (MVSP, 1998 pp. 71-79).

The Specific Plan discusses the predominant architectural styles in the City and the Specific Plan area, under which the proposed project would need to be developed (MVSP, 1998 pp. 90-93). The proposed Wal-Mart Supercenter building does not fall into an architectural style but can be defined as a Contemporary style or Mediterranean interpretive style that features a stucco structure, hip roofs, projecting portico, arches, varying facades, cornices, arcades, and overhangs.

Building guidelines in the Specific Plan recommend arcades and awnings, which are provided in the proposed building at select locations. Parking lots are recommended behind the building, except for the parcels facing Mountain Avenue in the Main Street District and the garage in the Entertainment District. Build-to-line locations and setbacks call for a zero setback along the main entry driveway and from Hawthorne Street and a 6-foot setback along Main Street (MVSP, 1998 p. 94). The proposed project would meet these guidelines. Several building entries fronting a pedestrian walkway and featuring recesses, overhangs, and detailing would be provided, in accordance with the Specific Plan. The façade composition features a base, middle and top, with the base supporting the building and relating to pedestrians. The top provides variable roof heights, with cornices, decorative towers, and roof overhangs. Windows and doors are recessed, with porticos at entries, and material changes occur at interior corners. The proposed building would also comply with design standards on ground-mounted equipment and roof-mounted equipment, lighting of facades, entries, and service areas, materials and finishes, walls and fences, windows and openings (MVSP, 1998 pp 95-97 and Design Review Plans, November 2005).

The Tower Guidelines in the Specific Plan call for the development of an architectural landmark with very high quality design. The towers should feature step back levels for a vertical and light weight appearance, with the top expressing frame construction and structural elements. The middle portion should emphasize verticality, with face signs and cinema projecting signs allowed. The base of the towers should define building entry and provide visual interest to the pedestrian. It should be made of concrete stucco, masonry, tile, or stone to express durability. When attached to a building, the tower should be integrated into the building façade (MVSP, 1998 p.98). The proposed tower would meet these design guidelines.

The Mixed Use and Retail Guidelines call for front entrances and windows onto streets, parks, and plazas, with display windows located on all sides of the building (MVSP, 1998 p.102). The project would provide the building entrance and windows facing Mountain Avenue. While display windows would not be provided, windows would be recessed along the front facade and recessed alcoves provided on all sides, which would look like windows. Blank walls are avoided as stated in the Specific Plan and signage has been integrated into the building façade under the archway to the entrances and on the middle section of the building. The drive aisle along the front façade and pedestrian walkways would feature decorative paving, in accordance with the guidelines.

The Garden Center Guidelines in the Specific Plan include:

Land Use and Planning (continued)

- ◆ Create an inviting and active entry to garden centers on Main Street
- ◆ Provide garden displays, seating and garden design features such as fountains and sculpture visible from Main Street
- ◆ A trellis or shade structure is encouraged along Main Street and facing the extension of Hawthorne Street
- ◆ Fencing along the perimeter should not be opaque and should be wood or metal fencing materials, with attention to high quality design and detailing
- ◆ Locate loading docks and trash enclosures away from Main Street and screen from public view (MVSP, 1998 p. 103).

The proposed project would include an outdoor garden center at the northern end of the building. This garden center would not extend out to Main Street, but a colonnade structure would be provided at the western side of Main Street to serve as a hard edge and provide a pedestrian connection from Main Street to the façade of the garden center located approximately 165 feet to the west (Chuck Mercier, pers. comm. 3/5/2007). Steel fencing would be provided in between the columns along the northern and eastern sides of the garden center. Fountains, sculpture, and plants would be visible through the fencing. No trellis is proposed along Main Street, although an open trellis area would be provided immediately south of the garden center façade. No loading docks or trash enclosures are proposed for the outdoor garden center (Design Review Plans, November 2005). While the proposed outdoor garden center would not provide direct connectivity between the proposed Wal-Mart Supercenter and the commercial uses on Main Street and the cinemas to the north, the colonnade structure would allow pedestrians to walk from the proposed building through a pedestrian pathway that would be provided from the garden center toward Main Street. Thus, this impact is considered less than significant.

The Specific Plan calls for special pavers for parks, plazas, crosswalks, and Main Street. As proposed, interlocking pavers would be provided for the drive aisle along the building frontage, on crosswalks and on Hawthorne Street and Main Street. Tree grates, tree guards, newspaper racks, bicycle racks, drinking fountains, trash receptacles, planters, bollards, and outdoor seating would be provided in accordance with the Specific Plan guidelines (MVSP, 1998 p. 81-84).

The conceptual landscaping plan for the project shows that sycamore maple and crape myrtle trees would be planted along Mountain Avenue and Fifth Street, as called for in the Specific Plan. However, existing parkway trees on Mountain Avenue consist of alternating London plane and loquat trees. London plane trees are provided as alternates to the sycamore maple in the Specific Plan, as they are similar in shape and form. Crape myrtle and aristocrat pear trees are proposed on Hawthorne Street, where the Specific Plan calls for crape myrtle and sycamore maple trees (MVSP, 1998 p. 85). While aristocrat pear trees are not similar to sycamore maple trees, they will define Hawthorne Street as a minor street and separate it from Mountain Avenue and Fifth Street, as well as provide connectivity with Main Street.

Aristocrat pear and hybrid fan palm trees will line Main Street, where the Specific Plan calls for Bradford pear and California fan palm trees. These trees are largely similar to each other. Aristocrat pear trees are proposed along walkways, as stated in the Specific Plan. Crape myrtle trees are proposed in the parking lot, as called for in the Specific Plan. While the proposed plants do not exactly match those listed in the Specific Plan, the Specific Plan states that the plant list is recommended and cannot replace judicious selection of plants for site-specific conditions (MVSP, 1998 pp 82-89). Thus, impacts related to compliance with the Specific Plan guidelines are considered less than significant.

The redevelopment of the project site was expected to occur during Phase II of the Specific Plan implementation and would include the improvement of Main Street and Hawthorne Street through the site.

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Land Use and Planning (continued)

Widening and improvement of Mountain Avenue, south of Sixth Street was anticipated during Phase III, as part of the improvement of the Target Center (MVSP, 1998 p 113). With the proposed redevelopment of the project site, the project would include improvements and widening of Main Street, Hawthorne Street, and Mountain Avenue.

Ontario Development Code and Zoning

No change to the Specific Plan zoning designation would be required from the proposed Wal-Mart Supercenter project. No significant adverse impacts related to zoning are expected.

Applicable Regional Plans

The Southern California Association of Governments (SCAG) has developed regional policies that relate to the future development in the region. These policies are contained in SCAG’s regional plans, including the Regional Comprehensive Plan and Guide (RCPG), Regional Housing Needs Assessment (RHNA), and Regional Transportation Plan (RTP). The project’s consistency with the relevant policies in the RCPG is discussed in Table 4.2-3, *RCPG Policies*.

TABLE 4.2-3 RCPG POLICIES		
Policy No.	RCPG Policy	Project Consistency
Regional Growth Forecasts		
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 replaces former commercial uses on the site and is consistent with SCAG forecasts, as discussed in Section 4.3, <i>Population and Housing</i> .
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.	The NOP for this project has been sent to SCAG, and SCAG will continue to be informed of public and private developments that are proposed in the City.
Regional Standard of Living		
3.05	Encourage patterns of urban development and land use, which reduce costs on infrastructure construction and make better use of existing facilities.	The proposed commercial development is consistent with the types of land uses planned for the area. There are existing infrastructure and facilities that would serve the project and improvements to infrastructure are proposed with the project.
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 applicant would provide roadway and infrastructure improvements on-site and near the site, as well as pay development impact fees for its fair share costs for the improvement of roadways and utilities needed to serve the site and for public service provision (based on the size and type of development).
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 be made in accordance with City standard practices, and not subject to “red tape”.
Regional 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	The proposed commercial development would provide area residents with opportunities to walk and bike from their homes to the site and nearby commercial uses.

TABLE 4.2-3 RCPG POLICIES		
Policy No.	RCPG Policy	Project Consistency
	walk and bike.	
3.13	Encourage local jurisdictions' plans that maximize the use of existing urbanized areas accessible to transit through infill and redevelopment.	The project would lead to the redevelopment of a commercial parcel developed with vacant commercial structures.
3.16	Encourage developments in and around activity centers, transportation corridors, underutilized infrastructure systems, and areas needing recycling and redevelopment.	The project site has been slated for redevelopment and the project would accomplish this.
3.18	Encourage planned development in locations least likely to cause environmental impact.	The project site is developed and the 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.
3.21	Encourage the implementation of measures aimed at the preservation and protection of recorded and unrecorded cultural resources and archaeological site.	The project site is highly disturbed and is not expected to contain archaeological resources. Standard conditions and mitigation measures have been provided in Section 4.6, <i>Cultural Resources</i> , to protect unknown resources.
3.22	Discourage development, or encourage the use of special design requirements, in areas with steep slopes, high fire, flood, and seismic hazards.	There are no steep slopes on the site. The site is not located in a flood hazard area or fire hazard area. Seismic hazards are addressed in Section 4.7, <i>Geology and Soils</i> .
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> . 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 4.13, <i>Human Health and Hazards</i> . Measures have been provided under these sections to mitigate significant adverse impacts, as necessary.
Social, Political and Cultural Equity		
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 project on housing, public services, and recreation in Section 4.3, <i>Population and Housing</i> , and Section 4.11, <i>Public Services and Recreation</i> .
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,	The EIR addresses the project's consistency

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Land Use and Planning (continued)

TABLE 4.2-3 RCPG POLICIES		
Policy No.	RCPG Policy	Project Consistency
	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.	with local and regional plans.
Open Space		
9.01	Provide adequate land resources to meet the outdoor recreation needs of the present and future residents in the region and to promote tourism in the region.	The proposed commercial development would not affect nearby parks and plazas. Section 4.11.6, <i>Recreation Services</i> , address impacts related to parks and recreation.
9.02	Increase the accessibility to open space lands for outdoor recreation.	The proposed project would not have adverse impacts on recreation, as discussed in Section 4.11.6, <i>Recreation Services</i> .
9.03	Promote self-sustaining regional recreation resources and facilities.	The proposed project would not have adverse impacts on recreation, as discussed in Section 4.11.6, <i>Recreation Services</i> .
9.04	Maintain open space for adequate protection of lives and properties against natural and man-made hazards.	There are no areas proposed for open space on the site. No significant natural or manmade hazards are expected after mitigation. Potential hazards are addressed in Section 4.13, <i>Human Health and Hazards</i> .
9.08	Develop well-managed visible ecosystems or known habitats of rare, threatened and endangered species, including wetlands.	The project site does not contain rare, threatened and endangered species, including wetlands, are discussed in Section 4.9, <i>Biological Resources</i> .
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 at this time, but a recycled water line will be built along Fifth Street in 2007/2008. The project's irrigation system will be designed to utilize reclaimed water, as required by the City.
Source: RCPG policies from RCPG, 1996 pp. 3-23 to 3-25, 5-29, 5-37, 9-9 to 9-10, 11-19		

The proposed project would not conflict with relevant RCPG policies and is generally consistent with the land use designations considered in SCAG forecasts since the proposed commercial development is a permitted use and within the allowable development capacity of the site, as considered in population, household, and employment forecasts for the region. Project consistency with SCAG's regional forecasts and regional housing needs is discussed in Section 4.3, *Population and Housing*.

The project's consistency with SCAG's RTP is summarized in Table 4.2-4, *RTP Policies*, below.

TABLE 4.2-4 RTP POLICIES	
RTP Goal	Project Consistency
Maximize mobility and accessibility for all people and goods in the region.	The proposed project would provide commercial goods and services to serve the residential uses to the west, south, and east of the site and other residents in the project area. The project would also include improvements on Mountain Avenue to improve mobility and

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TABLE 4.2-4 RTP POLICIES	
RTP Goal	Project Consistency
	accessibility.
Ensure travel safety and reliability for all people and goods in the region.	The project would include roadway improvements on Main Street, Hawthorne Street, and Mountain Avenue. Section 4.4, <i>Transportation and Circulation</i> discusses traffic safety.
Preserve and ensure a sustainable regional transportation system	The project would include roadway improvements on Main Street, Hawthorne Street and Mountain Avenue. The project's impacts on freeways and roadways near the site are analyzed in Section 4.4, <i>Transportation and Circulation</i> .
Maximize the productivity of our transportation system.	The project's impacts on freeways and roadways near the site are analyzed in Section 4.4, <i>Transportation and Circulation</i> .
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> .
Encourage land use and growth patterns that complement our transportation investments.	The proposed project would be located near the I-10 and Mountain Avenue interchange and would take advantage of this regional accessibility.
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 commercial uses that would reduce vehicle travel by nearby residents and would include roadway improvements that would improve mobility and accessibility in the project area. The traffic impact analysis is summarized in Section 4.4, <i>Transportation and Circulation</i> , of this EIR.
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 expansion investments.	The traffic impact analysis is summarized in Section 4.4, <i>Transportation and Circulation</i> , of this EIR.
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 subregions.	The proposed project would replace commercial land uses that were formerly operating at the site, as currently allowed under the Ontario General Plan and as considered by SCAG in its planning efforts.
High Occupancy Vehicle (HOV) gap closures that significant increase transit and rideshare usage will be supported and encouraged.	No HOV lanes are proposed as part of the project. The traffic impacts of the project area discussed in Section 4.4, <i>Transportation and Circulation</i> , of this EIR.
Progress monitoring of all aspects of the Plan, including timely implementation of projects, programs, and strategies, will be an important and integral component of the Plan.	Implementation of the RTP is outside the scope of the proposed project.
Source: RTP Goals from RTP, 2004 pp. 79-80	

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 address broader issues and do not address the proposed project or the project site. 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 Wal-Mart Supercenter would serve the residents of the project area and would reduce the need to travel farther distances for the goods and services that would be provided by the project. Proposed roadway improvements would improve local residents' mobility.
- ◆ *Foster livability in all communities* – The project would increase the commercial vitality of the area through the redevelopment of vacant commercial buildings and the improvement of the pedestrian corridor through Main Street.
- ◆ *Enable prosperity for all people* – The project would provide employment for the local labor force and would improve accessibility to commercial goods by households in the project area and the region.
- ◆ *Promote sustainability for future generations* – The project would not impact agricultural resources, open space, and other environmentally sensitive areas. The proposed project would also be located in a commercial corridor and in an area proposed for commercial uses.

(Growth Vision Report, 2004 pp. 6-7)

The project site is not located within a designated Strategy Opportunity Area for the 2% Strategy program, which includes areas in the region that have a high potential to implement projects, plans, or policies consistent with the *Compass* principles (*Compass Blueprint* website, accessed 3/20/2007). 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*. The proposed redevelopment on the project site would need to comply with the regulations of the SCAQMD that implement the AQMP, including the procurement of permits for stationary equipment that generate pollutant emissions.

The project's consistency with the San Bernardino County Congestion Management Program (CMP) is discussed in Section 4.4, *Transportation and Circulation*.

The RWQCB's Water Quality Control Plan for the Santa Ana River 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 and the National Pollutant Discharge Elimination System (NPDES) Program. No conflict with these plans and programs is expected from the proposed project, including the infrastructure and roadway improvements that would accompany the project. No adverse impacts on applicable land use plans and policies are expected.

Habitat Conservation Plans (*Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?*)

There is no adopted habitat conservation plan/natural community conservation plan for the City, project site, or surrounding area (Ontario General Plan 1992, pp. 5-1 to 5-10 and SOI GPA, 1998 pp. 6-16 to 6-19). There are no natural communities or native plant and animal habitats on the site that would warrant conservation. No conflict with an adopted habitat conservation plan would occur with the project and no impacts relating to habitat conservation plans or natural community conservation plans are expected. Plant and animal communities at the site are discussed further in Section 4.9, *Biological Resources*.

Land Use Compatibility (*Would the project result in land use conflict or incompatible land uses?*)

The proposed Wal-Mart Supercenter is a commercial land use and is not expected to create land use conflicts with adjacent office and commercial uses to the north. Incompatibility and conflict with adjacent residential uses to the east and south would be prevented by roadways that separate the project site from these residences. Also, an 8-foot block wall, 20-foot wide landscaped buffer, and a drive aisle would separate the proposed building from the residences to the west. Impacts associated with noise, light and glare, pollutant emissions, traffic, and other issues related to land use compatibility are addressed in other sections of this EIR. Potential impacts on adjacent residential land uses are analyzed in Section 4.5, *Air Quality*, Section 4.6, *Noise*, Section 4.11, *Public Services and Recreation*, and Section 4.14, *Visual Quality and Aesthetics*. Where appropriate, standard conditions and mitigation measures are identified to ensure that potential adverse impacts remain less than significant. No incompatibility or significant adverse impacts relating to land use conflict with existing land uses are expected with the proposed project and the roadway and infrastructure improvements proposed as part of the project.

4.2.4 Previous Analysis

To the extent applicable, this Subsequent EIR tiers off previous environmental documents relating to the development of the project site. As outlined in Section 1.2.1, *Previous Environmental Review*, previous analyses include a Supplemental EIR considering the environmental impacts associated with future development within the Mountain Village Specific Plan area (which included the project site) and the EIR analyzing the environmental impacts of new development and redevelopment within the Added Area, which was part of Amendment No. 1 to the Ontario Redevelopment Project No. 2.

While baseline conditions in this Subsequent EIR reflect the present situation, the linkages between the three documents remain pertinent to the environmental review of the Wal-Mart Supercenter proposal. The following discussion summarizes the salient points of similarity/difference between the previous documents and the Subsequent EIR and, where similar impacts are present, applicable policies, standard conditions or mitigation measures in the previous documents are identified for incorporation or implementation by the current project, where appropriate.

Supplemental EIR for Mountain Village Specific Plan

The Supplemental EIR for the Mountain Village Specific Plan analyzed the impacts of buildout of the Specific Plan area based on existing and potential new development that would be allowed under the Specific Plan. The Supplemental EIR indicated that future development within the Specific Plan area, including the site, would have to be consistent with the City's General Plan, Zoning Ordinance, the Mountain Village Specific Plan, and other City regulations.

As discussed above, the proposed Wal-Mart Supercenter project is consistent with the City's General Plan, Development Code (serving as the Zoning Ordinance), Mountain Village Specific Plan, and applicable regional plans.

The Supplemental EIR for the Mountain Village Specific Plan also considered the commercial uses on the site as existing but analyzed impacts associated with additional commercial uses that would be allowed on the site. The Supplemental EIR indicated that the proposed Specific Plan would facilitate and promote the rehabilitation of the planning area and no land use conflicts are expected.

The proposed project would replace the former commercial uses that have been discontinued but would not lead to an increase in floor area on the site to achieve maximum buildout capacity. Rather, less floor area than found in the existing buildings to be demolished is proposed as part of the Wal-Mart Supercenter.

As analyzed in the previous EIR, no significant adverse impacts related to land use and planning would occur with the project. No mitigation measures for land use and planning were provided in the Supplemental EIR for the Mountain Village Specific Plan.

EIR for Amendment No. 1

The EIR for Amendment No. 1 analyzed the impacts of new development to achieve buildout in the Added Area and the impacts of redevelopment on blighted parcels. The EIR stated that new development and redevelopment within the Added Area, including the project site, would not alter or divide established communities. Future development to achieve buildout and redevelopment of blighted parcels would occur in accordance with Ontario General Plan, but on an accelerated schedule due to the use of tax increment funds and development incentives.

The EIR for Amendment No. 1 considered commercial uses on the site as existing but analyzed the impacts associated with the redevelopment of the site to maximum buildout. The project represents a redevelopment of the site, as analyzed in the EIR for Amendment No. 1.

As analyzed in the previous EIR, no significant adverse impacts related to land use and planning would occur with the project. No mitigation measures for land use and planning were provided in the EIR for Amendment No. 1. However, policies in the Ontario General Plan, which would reduce and eliminate potential land use impacts, were outlined in the EIR. These are listed below, along with the project’s compliance with each policy.

General Plan Policies listed in EIR	Project Compliance
1. Manage growth in a manner that does not exceed the ability of the City, special districts, and utilities to provide needed facilities and services.	The proposed project would be served by public services and utilities, with no significant adverse impacts, as discussed in Section 4.11, <i>Public Services and Recreation</i> , and Section 4.12, <i>Utilities</i> , of this EIR.
2. Require new development to pay the costs of public facilities needed to serve those developments.	The project would pay development impact fees and provide the infrastructure connections and upgrades needed to serve it.
3. Require adequate buffering between potentially incompatible land uses, especially between residential development and industrial uses.	Buffers with residential uses located west, south, and east of the site would be provided by landscaped setbacks, streets, and walls.

The proposed project is consistent with these policies.

Based on the comparative discussion above, the project’s impacts are no different than those analyzed in the previous EIRs. However, specific impacts of the Wal-Mart Supercenter are discussed above.

4.2.5 Standard Conditions and Mitigation Measures

Standard Conditions

As part of the development review process for the project, the City has required the project to comply with pertinent land use regulations and ordinances of the City of Ontario. In addition, the City may also impose project-specific conditions as part of project approval.

Mitigation Measures

No significant adverse impacts associated with land use and planning are expected and no mitigation measures are recommended. Also, no mitigation measures for land use and planning are provided in the Supplemental EIR for the MVSP or the EIR for Amendment No. 1.

4.2.6 Unavoidable Significant Adverse Impacts

Preliminary analysis in the Initial Study (IS) for the project indicated that the project would not divide an established community or involve alterations to existing land uses. No conflict with existing conservation plans was also expected, due to the absence of natural communities on or near the site. The IS stated that the project is required to comply with the Mountain Village Specific Plan development standards, the City's General Plan, Zoning Ordinance, and other City regulations. Therefore, potential conflict with applicable land use plans, policies, and regulations may occur and required further analysis. The analysis in this Subsequent EIR, as provided above, comes to the same conclusions on project impacts to established communities, existing land uses and natural conservation plans, in that no significant impacts are expected with the project. Detailed analysis of the project's compliance with City and regional land use policies is provided above, to determine consistency and potential conflict.

The analysis indicates that the proposed project is consistent with the goals and policies of the Ontario General Plan, the Redevelopment Plan for Project No. 2, the Mountain Village Specific Plan, and the City's Development Code. Also, no conflict with regional plans is expected to occur with the project. No unavoidable significant adverse impacts related to land use and planning are expected with the project.