SAN BERNARDINO COUNTY
INITIAL STUDY ENVIRONMENTAL CHECKLIST FORM

This form and the descriptive information in the application package constitute the contents of the Initial Study pursuant to County Guidelines under Ordinance 3040 and Section 15063 of the State CEQA Guidelines.

PROJECT LABEL:

APNs:	0210-181-34 and -45
Applicant:	Topgolf Entertainment Group
Project No:	
Staff:	Chris Warrick, Senior Planner
Rep:	Alfred Fraijo (Sheppard Mullin)
Proposal:	Initial Study for development of a Topgolf Entertainment facility.

USGS Quad:	Guasti
Lat/Long:	34° 4' 35.4" N, 117° 35' 30.6" W
T, R, Section:	T1S R7W Sec. 23, NW 1/4
City:	Ontario
GENERAL PLAN LUD:	Open Space – Parkland
ZONING DISTRICT:	Open Space - Recreational
Overlays:	Biotic Resources Overlay Hazard Overlay

PROJECT CONTACT INFORMATION:

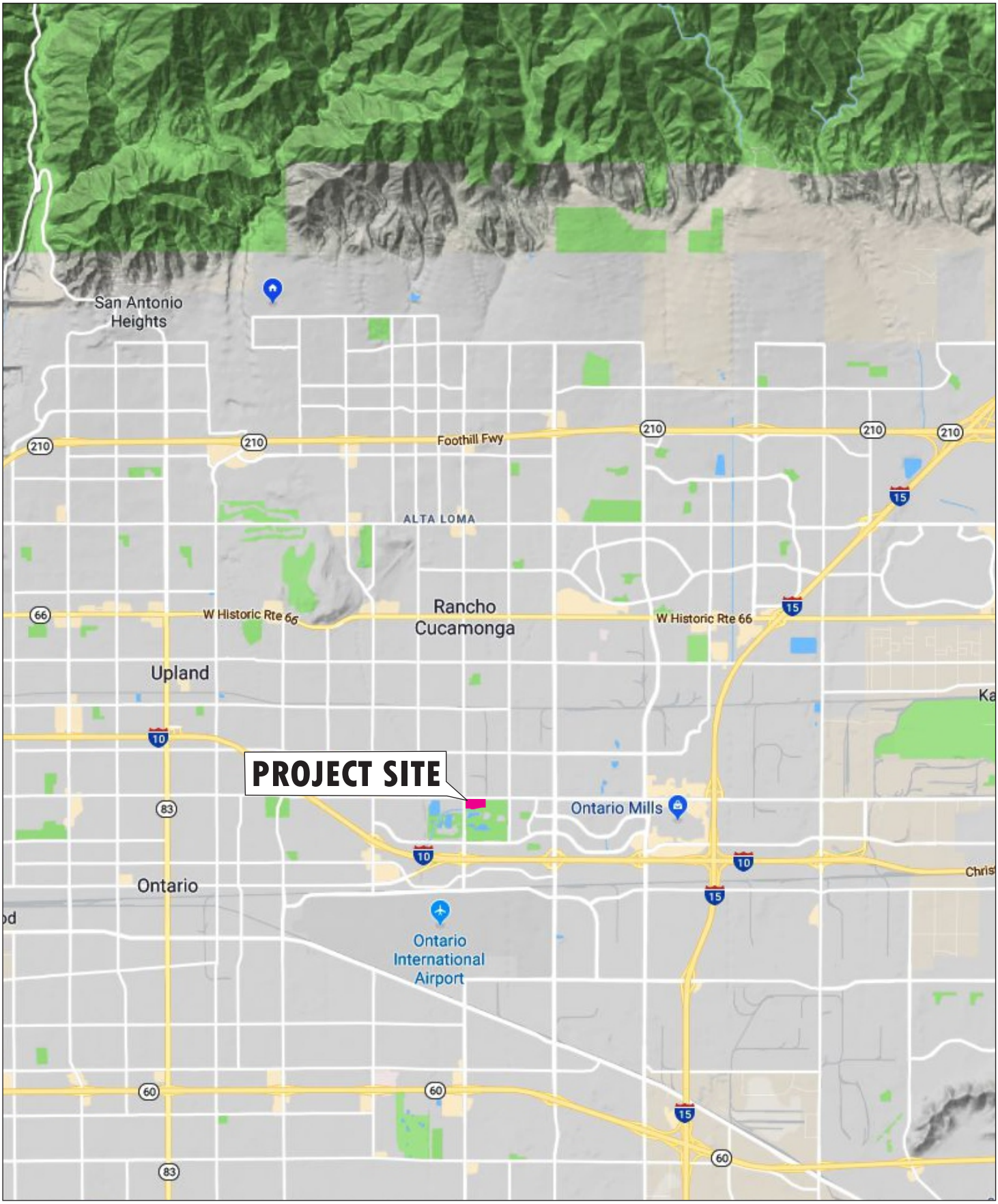
Lead agency: County of San Bernardino
Land Use Services Department
385 N. Arrowhead Avenue, 1st Floor
San Bernardino, CA 92415-0182

Contact person: Chris Warrick, Supervising Planner
Phone No: (909) 387-4112 ***Fax No:*** (909) 387-3223
E-mail: *Chris.Warrick@lus.sbcounty.gov*

PROJECT DESCRIPTION:

Summary

The Project Proponent is proposing a lease agreement with the County to allow for the construction and operation of a Topgolf Entertainment facility on a 13.31-acre site described as APN 0210-181-34 and -45 located in the City of Ontario, California (see Figure 1, Regional Location). Specifically, the Project Site is located at the southeast corner of Archibald Avenue and Fourth Street (see Figure 2, Project Vicinity). The Proposed Project includes the construction and operation of a golf driving range with associated hitting bays, a miniature golf course, and an approximately 67,521 square-foot three-story building that would include a beverage station/service bar and lounge with a full-service bar and restaurant, an outdoor patio and rooftop terrace with tables, couches, and fire pits (see Figure 3, Site Plan). The spaces would be used for banquets, corporate events, and other event meetings, and can accommodate live music for events. The Proposed Project also includes the installation of parking area and circulation as well as perimeter landscaping that incorporates an infiltration basin for water quality management purposes. The proposed building would have a finished elevation at a maximum height of approximately 53 feet, while the perimeter of the golf range would include a safety netting system which would have a finished elevation at a maximum height of approximately 170 feet (see Figure 4, Architectural Elevations). The Proposed Project also includes a lot merger to consolidate APN 0210-181-34 and APN 0210-181-45 into one parcel.



N

0 1.5

Miles

Source: Lilburn Corp., March, 2019.

LILBURN CORPORATION

REGIONAL LOCATION

Topgolf Entertainment

City of Ontario, California

FIGURE 1

N

0 260

Feet

Source: Lilburn Corp., March, 2019.

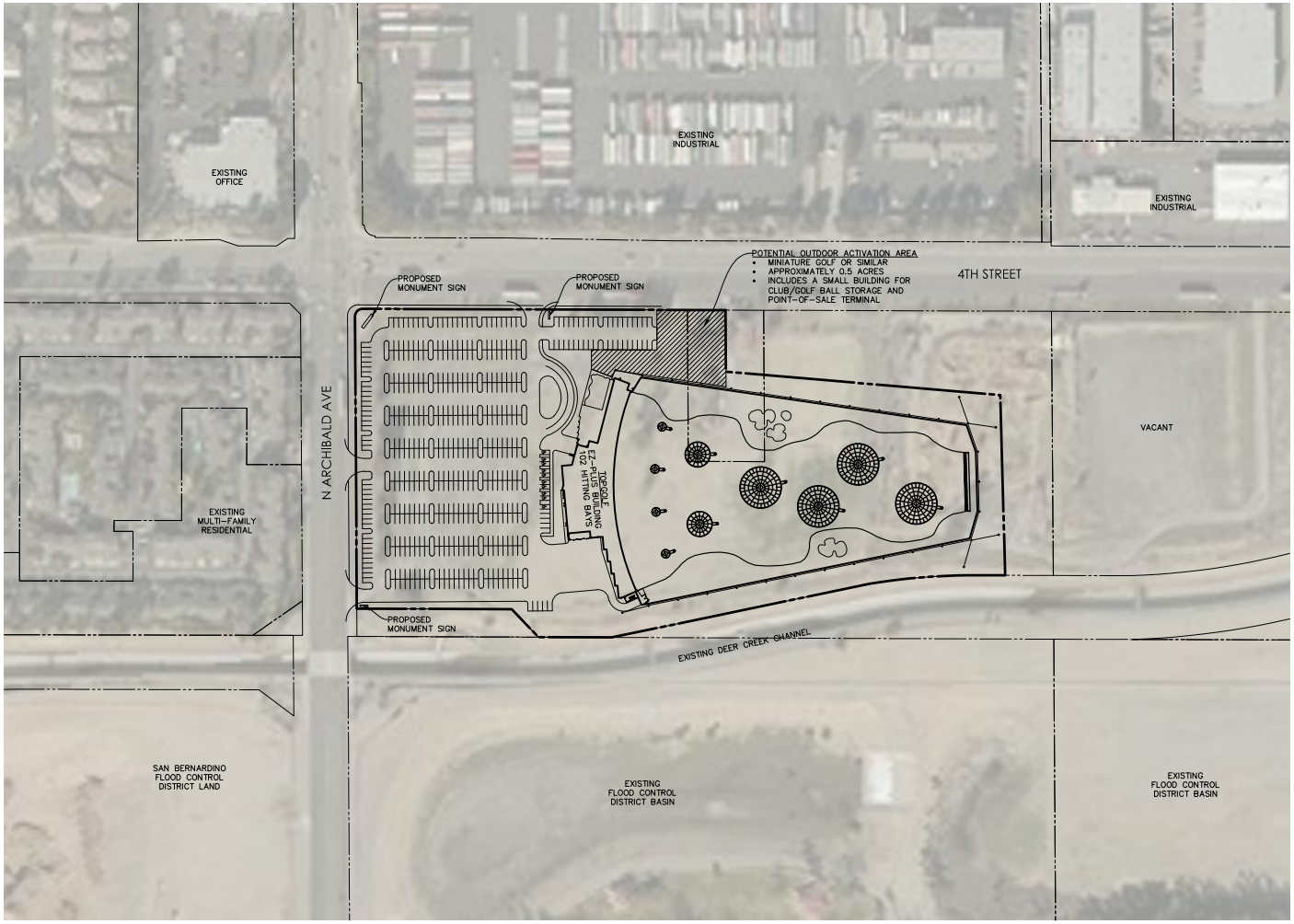
LILBURN CORPORATION

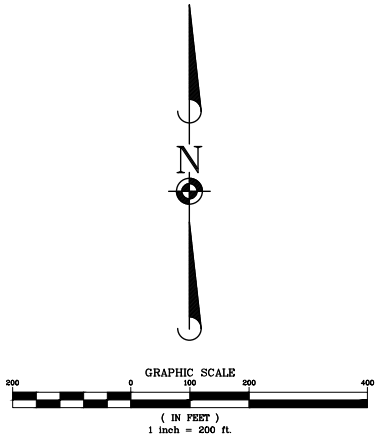
PROJECT VICINITY

Topgolf Entertainment

City of Ontario, California

FIGURE 2





SITE AREA = 579,698 SF (13.31 ACRES)

STANDARD PARKING =	514 SPACES
ACCESSIBLE PARKING =	10 SPACES
TOTAL PARKING PROVIDED =	524 SPACES

ARCO MURRAY DESIGN BUILD

TOPGOLF

TOPGOLF - SAN BERNARDINO			
ONTARIO, CALIFORNIA			
TEST FIT PLAN #3			
	DRAWN BY: FWT	DATE: 6/20/18	SCALE: 1"=200'

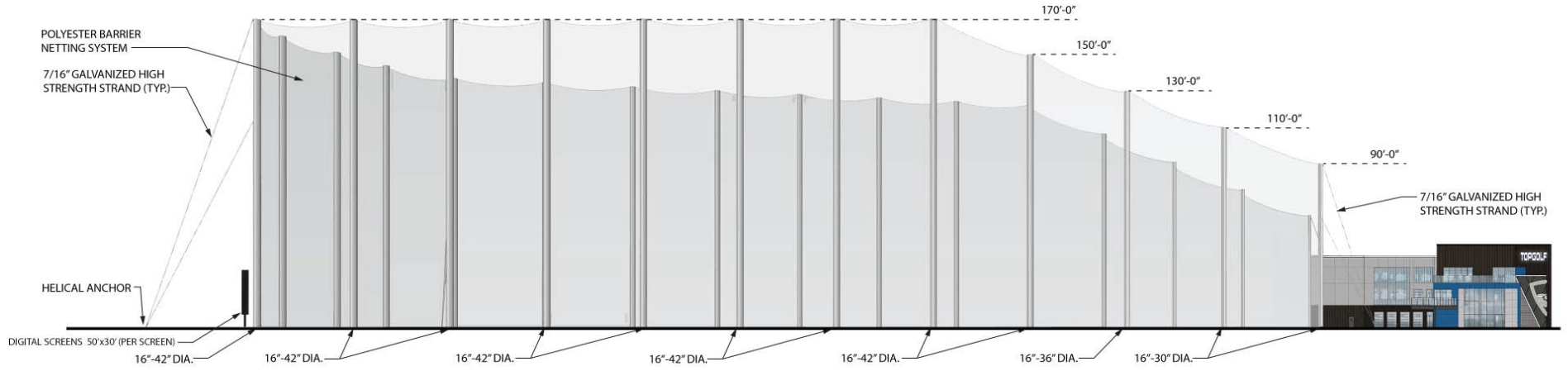
SITE PLAN

Topgolf Entertainment

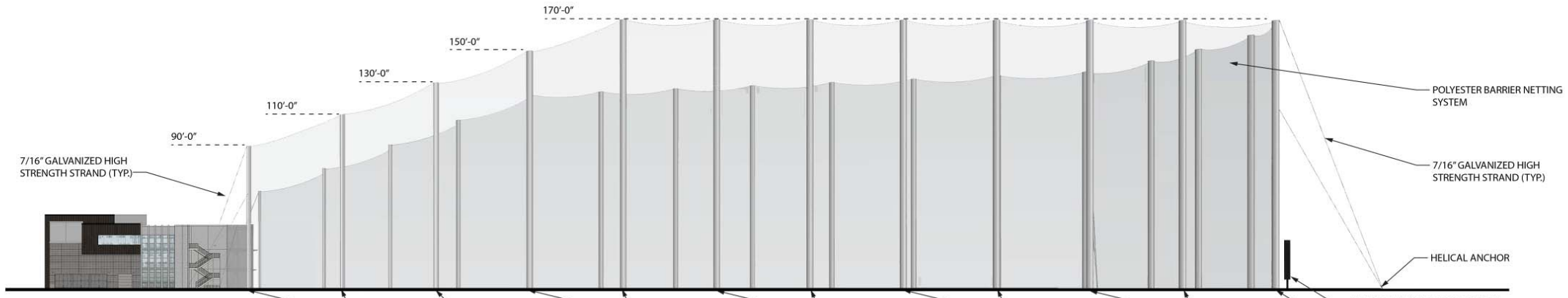
City of Ontario, California

FIGURE 3

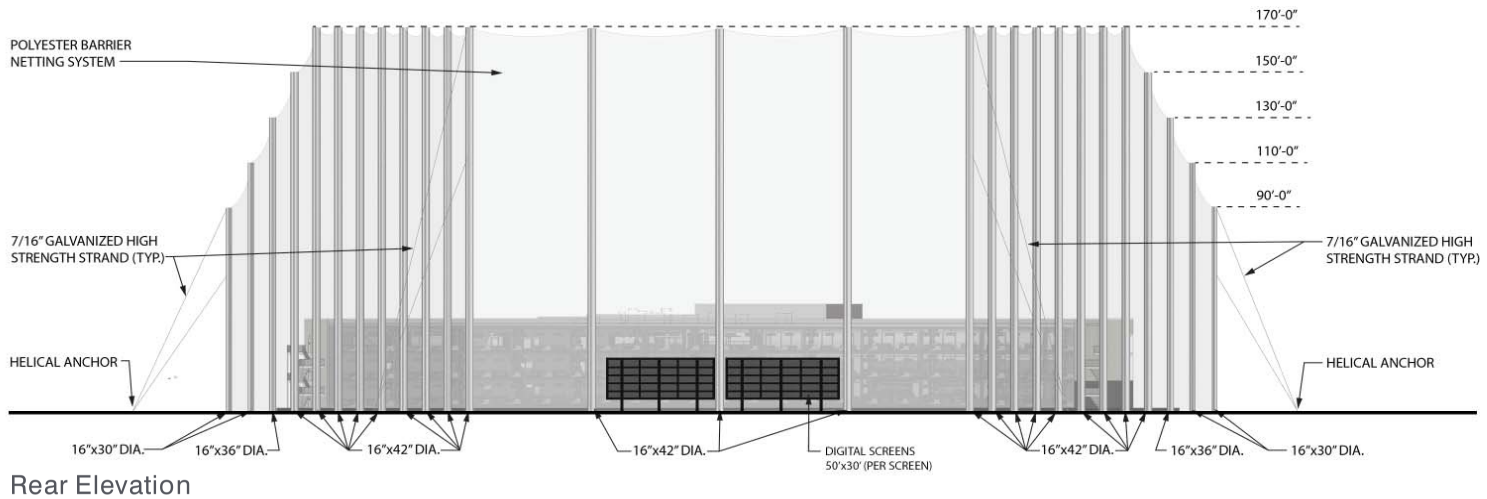
LILBURN CORPORATION



Left Elevation



Right Elevation



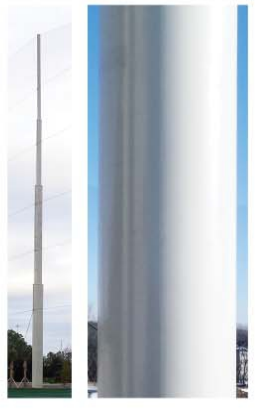
Rear Elevation

POLYESTER BARRIER NETTING SYSTEM

NETTING COMPONENT:
-COLOR: BLACK
-POLYESTER NETTING: 1" MESH SIZE
-LONG STITCH KNOT LESS JOIN
-RESIN DYE AND BONDING TREATMENT
-116.7 LB. AVERAGE SINGLE MESH BREAK STRENGTH

ATTACHMENT TWINE/HANGING TWINE:
-#48 BRAIDED POLYESTER TWINE
-375 LB. TENSILE STRENGTH
-DYE TREATED

PERIMETER BORDER ROPE & RIB-LINE/VERTICALS:
-3/8" BRAIDED SYNTHETIC COVER
-PARALLEL SYNTHETIC CORE
-3,500 LB. TENSILE STRENGTH



NETTING POLE
LIGHT GRAY

aria GROUP

ARCHITECTURAL ELEVATIONS
Topgolf Entertainment
City of Ontario, California

LILBURN CORPORATION

FIGURE 4

Surrounding Land Uses and Setting

The City of Ontario General Plan Land Designation of the Project Site and adjacent uses to the south and east is Open Space – Parkland (OS-P). Residential development is located west of the Project Site; Frito-Lay Inc. is located north of the Project Site within the City of Rancho Cucamonga. The following table lists the existing General Plan Land Use and zoning districts of the site and surrounding adjacent properties.

Existing Land Use and Land Use Zoning Districts			
Location	**Existing Land Use**	**Land Use Designation**	**Zoning District**
Project Site	Undeveloped and Vacant	Open Space – Recreation; City of Ontario	Open Space – Parkland; City of Ontario
North	Developed and Occupied – Frito Lay, Inc.	General Industrial (0.5 – 0.60 FAR); City of Rancho Cucamonga	General Industrial; City of Rancho Cucamonga
South	San Bernardino County Flood Control District Basin	Open Space – Recreation; City of Ontario	Open Space –Parkland; City of Ontario
East	Undeveloped and Vacant	Open Space – Recreation; City of Ontario	Open Space – Parkland; City of Ontario
West	Developed and Occupied – Residential Development	Medium Density Residential (11.1-25 du/ac; City of Ontario	Medium Density Residential (MDR-18); City of Ontario

Project Site Location, Existing Site Land Uses and Conditions

The Proposed Project includes property which is owned and under the jurisdiction of the County of San Bernardino; however, the Project Site is located within the City of Ontario (City). The Project Site consists of two undeveloped and vacant parcels (APN 0210-181-34 and -45). The Project Site topography is relatively flat with an elevation of approximately 307 feet above mean sea level. The Project Site appears to be subject to ongoing human disturbances. The Project Site has been historically graded, with the westernmost third of the site covered in old gravel road base. There is evidence of illegal dumping and use as a staging area for various equipment and materials. There are several berms and escarpments running north/south through the Project Site, with trees along the perimeter and scattered throughout the Project Site in varying degrees of health.

ADDITIONAL APPROVAL REQUIRED BY OTHER PUBLIC AGENCIES

(Example: permits, financing approvals, or participation agreements.)

***Federal*:** None required

***State*:** None required

***County*:** None required

***Local*:** None required

SUMMARY OF CONSULTATION WITH CALIFORNIA NATIVE AMERICAN TRIBES

McKenna et al. contacted the Native American Heritage Commission (NAHC) in December 2018 and inquired into the presence/absence of sacred or religious Native American site in the general area of the Project Site. The NAHC responded with "negative results", however, the NAHC also emphasized that the lack of any record is not equal to a lack of such resources, only that there is no written record on file. A listing of local Native American representatives of the Gabrieleno Band of Mission Indians – Kizh Nation, Gabrieleno/Tongva San Gabriel Band of Mission Indians, and Gabrielino/Tongva Nation was provided. McKenna et al. states that the County will be conducting the required AB-52 and/or SB-18 consultation. In accordance with Assembly Bill 52 (AB 52) the County provided notice of opportunity to consult to the following tribes: San Gabriel Band of Mission Indians, Gabrieleno Band of Mission Indians – Kizh Nation, Soboba Band of Luiseno Indians, the Morongo Band of Mission Indians and San Manuel Band of Mission Indians. As such, consultation between the tribes and the County in compliance with AB 52 has not been completed. The potential for tribal cultural resources to be unearthed is addressed in Section XVII, Tribal Cultural Resources.

EVALUATION FORMAT

This Initial Study is prepared in compliance with the California Environmental Quality Act (CEQA) pursuant to Public Resources Code, Section 21000, et seq. and the State CEQA Guidelines (California Code of Regulations, Title 14, Section 15000, et seq.). Specifically, the preparation of an Initial Study is guided by Section 15063 of the State CEQA Guidelines. This format of the study is presented as follows. The project is evaluated based on its effect on 18 major categories of environmental factors. Each factor is reviewed by responding to a series of questions regarding the impact of the project on each element of the overall factor. The Initial Study checklist provides a formatted analysis that provides a determination of the effect of the project on the factor and its elements. The effect of the project is categorized into one of the following four categories of possible determinations:

Potentially Significant Impact	Less than Significant Impact With Mitigation Incorporated	Less than Significant Impact	No Impact

Substantiation is then provided to justify each determination. One of the four following conclusions is then provided as a summary of the analysis for each of the major environmental factors.

1. **No Impact**: No impacts are identified or anticipated, and no mitigation measures are required.

2. **Less than Significant Impact**: No significant adverse impacts are identified or anticipated, and no mitigation measures are required.

3. **Less than Significant Impact with Mitigation Incorporated**: Possible significant adverse impacts have been identified or anticipated and the following mitigation measures are required as a condition of project approval to reduce these impacts to a level below significant. The required mitigation measures are: (List of mitigation measures).

4. **Potentially Significant Impact**: Significant adverse impacts have been identified or anticipated. An Environmental Impact Report (EIR) is required to evaluate these impacts, which are: (List of the impacts requiring analysis within the EIR).

At the end of the analysis the required mitigation measures are restated and categorized as being either self-monitoring or as requiring a Mitigation Monitoring and Reporting Program.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below will be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agriculture and Forestry Resources	☐ Air Quality
☒ Biological Resources	☒ Cultural Resources	☐ Geology / Soils
☐ Greenhouse Gas Emissions	☐ Hazards & Hazardous Materials	☐ Hydrology / Water Quality
☐ Land Use/ Planning	☐ Mineral Resources	☐ Noise
☐ Population / Housing	☐ Public Services	☐ Recreation
☒ Transportation / Traffic	☒ Tribal Cultural Resources	☐ Utilities / Service Systems
☐ Mandatory Findings of Significance		

DETERMINATION:

On the basis of this initial evaluation, the following finding is made:

☐	The proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION shall be prepared.
☒	Although the proposed project could have a significant effect on the environment, there shall not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION shall be prepared.
☐	The proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
☐	The proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
☐	Although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature prepared by Chris Warrick, Supervising Planner — Date 4/5/2019

Signature: Terri Rahhal, Director
Land Use Services Department — Date 4-5-19

	Issues	*Potentially Significant Impact*	*Less than Significant Impact with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
I.	**AESTHETICS** - Will the project				
a)	Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b)	Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c)	Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☐	☒
d)	Create a new source of substantial light or glare, which will adversely affect day or nighttime views in the area?	☐	☐	☒	☐

SUBSTANTIATION: *(Check ☐ if project is located within the view-shed of any Scenic Route listed in the General Plan):*

a) **Less than Significant Impact.** As stated in The Ontario Plan EIR, the City of Ontario's (City)physical setting lends opportunities for many views of the community and surrounding natural features, including panoramic views of the San Bernardino and San Gabriel Mountains and stretches of open space and undeveloped land south of Riverside Drive. Scenic vistas can be viewed from an extensive system of formal and informal trails that afford recreational, commercial, and scenic opportunities for the community.

The Proposed Project includes the construction and operation of a golf driving range with associated hitting bays, a miniature golf course, and an approximately 67,521 square-foot three-story building. The proposed building would have a finished elevation at a maximum height of approximately 53 feet, while the perimeter of the golf range would include a safety netting system which would have a finished elevation at a maximum height of approximately 170 feet (see Figure 4, Architectural Elevations). While the Proposed Project would not modify a scenic feature, the proposed structures, including the net poles and netting, would be visible from adjacent properties. The function of the safety netting system is to contain golf balls within the Project Site while maintaining the existing views of the community and surrounding natural features. Views of the San Bernardino and San Gabriel Mountains would not be significantly obscured because the netting between the poles would be mostly transparent. Therefore, the Proposed Project is not anticipated to have a substantial adverse effect on a scenic vista. No significant adverse impacts are identified or anticipated, and no mitigation measures are required.

b) **No Impact.** The Project Site is located approximately 0.5-mile north of Interstate 10 (I-10), however, I-10 is not recognized by the California Scenic Highway Mapping System as a designated State Scenic Highway. The State Scenic Highways located nearest to the Project Site are California State Route 2 and a segment of California State Route 91, located approximately 20 miles northwest and southwest of the Project Site, respectively. Given the distance between the Project Site and the nearest officially designated state scenic highways, the Proposed Project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway. Therefore, no impacts are identified or are anticipated, and no mitigation measures are required.

c) **No Impact.** The Project Site appears to be subject to ongoing human disturbances. The site has been historically graded, with the westernmost third of the site covered in old gravel road base. There is evidence of illegal dumping and use as a staging area for various equipment and materials. There are several berms and escarpments running north/south through the site, with trees along the perimeter and scattered throughout the site in varying degrees of health. In context with other existing industrial development in the vicinity of the Project Site, the Proposed Project would not degrade the existing visual character or quality of the Project Site or its surroundings. The Proposed Project would improve the visual character and quality through the Proposed Project's architectural design, use of quality materials, and landscaping on a currently vacant site. Therefore, no impacts are identified or are anticipated, and no mitigation measures are required.

d) **Less than Significant Impact.** Construction and operation of the Proposed Project would result in an increase in outdoor illumination when compared to the current use of the Project Site, which is vacant.

As such, the Proposed Project incorporates lighting fixtures that are decorative and are designed to eliminate adverse impacts of light spillover and promote safe vehicular and pedestrian access. The proposed light fixtures in the outfield area would be angled downward and would include light visors and light hoods to direct the light down onto the outfield and minimize the amount of spill light onto adjacent properties. The outfield ground would include illuminated round target areas, with different colors denoting levels of difficulty. The targets would be internally illuminated with colored LED lighting and no light would spill outside the outfield area from these targets. The Proposed Project would also include security lighting throughout the site in parking areas, along pathways, and adjacent to buildings. All lighting would be shielded to direct light downwards to ensure lighting does not spill over onto adjacent properties. As such, the Proposed Project is not anticipated to create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. No significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

	Issues	*Potentially Significant Impact*	*Less than Significant Impact with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
II.	**AGRICULTURE AND FORESTRY RESOURCES** - In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Will the project:				
a)	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?	☐	☐	☐	☒
b)	Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c)	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d)	Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e)	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

SUBSTANTIATION: *(Check ☐ if project is located in the Important Farmlands Overlay):*

a) **No Impact.** The Project Site is not designated, used, or zoned for agricultural purposes. The California Department of Conservation's Farmland Mapping and Monitoring Program identifies the Project Site as "Urban and Build-Up Land" in its California Important Farmland Finder. No prime farmland, unique farmland, or farmland of statewide importance occurs at the Project Site or within the immediate vicinity. The Proposed Project would not convert farmland to a non-agricultural use. No impacts are identified or are anticipated, and no mitigation measures are required.

b) **No Impact.** The Project Site is not designated, used, or zoned for agricultural purposes and it Is not part of a Williamson Act Contract. The California Department of Conservation's Division of Land Resource Protection identifies the Project Site as "Urban and Built-Up Land" in its most recent San Bernardino County Williamson Act Contract FY 2015/2016. No impacts are identified or are anticipated, and no mitigation measures are required.

c) **No Impact.** The Project Site and surrounding area are not used or zoned for timberland or forest land. No impacts are identified or are anticipated, and no mitigation measures are required.

d) **No Impact.** The Project Site is not zoned for and does not support forest land. Implementation of the Proposed Project would not result in loss of forest land or conversion of forest land to non-forest use. No impacts are identified or are anticipated, and no mitigation measures are required.

e) **No Impact.** Implementation of the Proposed Project would not result in the conversion of farmland to non-agricultural use or conversion of forest land to non-forest use. No impacts are identified or are anticipated, and no mitigation measures are required.

	Issues	*Potentially Significant Impact*	*Less than Significant Impact with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
III.	**AIR QUALITY -** Where available, the significance criteria established by the applicable air quality management or air pollution control district might be relied upon to make the following determinations. Will the project:				
a)	Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b)	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
c)	Result 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)?	☐	☐	☒	☐
d)	Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e)	Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

SUBSTANTIATION: *(Discuss conformity with the South Coast Air Quality Management Plan, if applicable):*

a) **Less than Significant Impact.** In March 2019, Parker Environmental Consultants prepared an Air Quality Modeling Analysis for the Proposed Project and the findings are discussed herein (available at the County offices for review). Project Site is located in the South Coast Air Basin (SCAB). The South Coast Air Quality Management District (SCAQMD) has jurisdiction over air quality issues and regulations within the SCAB. The Air Quality Management Plan (AQMP) for the SCAB establishes a program of rules and regulations administered by SCAQMD to obtain attainment of the state and federal air quality standards. The most recent 2016 AQMP was adopted by the SCAQMD on March 3, 2017. The 2016 AQMP incorporates the latest scientific and technological information and planning assumptions, including transportation control measures developed by the Southern California Association of Governments (SCAG) from the 2016 Regional Transportation Plan/Sustainable Communities Strategy and updated emission inventory methodologies for various source categories.

2016 AQMP Compliance

The SCAQMD CEQA Handbook identifies the following two criteria which serve as key indicators of consistency with regional plans and the regional AQMP adopted by SCAQMD:

(1) Would the project increase the frequency or severity of existing air quality violations, or cause or contribute to new air quality violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP?

(2) Would the project exceed the assumptions utilized in preparing the AQMP?

a. Is the project consistent with the population and employment growth projections on which the AQMP forecasted emission levels are based?

b. Does the project include AQ mitigation measures?

c. To what extent is project development consistent with the AQMP land use policies?

First Criterion

With respect to the first criterion, air quality planning, including the AQMP, assumes that there will be emissions from new growth but that such emissions would not impede the attainment and would actually contribute to the attainment of applicable air quality standards within the SCAB if the Proposed Project's emissions are below the SCAQMD's regional thresholds of significance. Based on the air quality analysis for the Proposed Project, included in Section III(b) below, the Proposed Project would not result in construction or operational air quality emissions that exceed the SCAQMD thresholds of significance at the project level. Furthermore, the Proposed Project would be required to comply with applicable SCAQMD rules and regulations for new or modified sources. By meeting SCAQMD rules and regulations, Project construction activities would be consistent with the goals and objectives of the AQMP to improve air quality in the SCAB. Thus, the Proposed Project would not have the potential to increase the frequency or severity of existing air quality violations or cause or contribute to new air quality violations. As the Proposed Project would not exceed any of the state and federal standards, the Proposed Project would also not delay timely attainment of air quality standards or interim emission reductions specified in the AQMP.

Second Criterion

With respect to the second criterion, the AQMP was prepared to achieve national and state air pollution within the region. Projects that are consistent with the projections of employment, population and housing forecasts identified by SCAG are considered to be consistent with the AQMP growth projections since the forecast assumptions by the SCAG form the basis of the land use and transportation control portions of the AQMP. The Proposed Project does not propose any land uses that would directly increase population in the area (i.e. residential land uses) and would, therefore, not exceed the population and housing projections of the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) for the Ontario City subregion. Thus, the Proposed Project would not jeopardize attainment of the air quality conditions projected in the AQMP. Additionally, the Proposed Project would comply with any applicable future required regulatory compliance measures and control measures enforced by the SCAQMD. As such, the Proposed Project would adhere to current and future applicable regulatory compliance measures, which would be consistent with the goals of the AQMD. The Proposed Project's close proximity to residential neighborhoods and transit opportunities along Inland Empire Boulevard and Archibald Avenue would allow future employees the opportunity to live and work in the city, thus promoting alternative to driving and reducing vehicle miles traveled. As such, the Proposed Project would support the SCAQMD and SCAG's objectives for reducing vehicle miles travelled (VMT) and would be consistent with AQMP land use policies and strategies.

The Environmental Resource Element of the City's General Plan sets forth the goals, objectives, and policies that guide the City in the implementation of its air quality improvement programs and strategies. As concluded by the Air Quality Modeling Analysis prepared by Parker Environmental Consultants (Table 7), the Proposed Project remains consistent with the General Plan's goals and policies. Therefore, the Proposed Project would be consistent with applicable regional plans pertaining to air quality including the City's General Plan and the AQMP. Impacts associated with plan consistency would be less than significant. No significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

b) **Less than Significant Impact.** The Proposed Project's on- and off-site construction and operational emissions were screened by Parker Environmental Consultants using California Emissions Estimator Model (CalEEMod) version 2016.3.2 prepared by the SCAQMD. The criteria pollutants screened for include reactive organic gases (ROG), nitrous oxides (NOx), carbon monoxide (CO), sulfur dioxide (SO_2), and particulates (PM_{10} and $PM_{2.5}$). Two of the analyzed pollutants, ROG and NO_x, are ozone precursors. Both summer and winter season emission levels were estimated.

Construction Emissions

Construction emissions are considered short-term, temporary emissions and were modeled with the following construction parameters: site clearing, building construction, architectural coating/finishing, and paving. For purposes of analyzing impacts associated with air quality, this analysis assumes a construction schedule of approximately 10 months. Table 1, Estimated Peak Daily Construction Emissions, identifies daily emissions that are estimated to occur on peak construction days for each construction phase.

Table 1
Estimated Peak Daily Construction Emissions
(Pounds per Day)

Emission Source*	**ROG**	**NO_X**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Grading	5.47	70.80	40.13	0.12	8.14	4.29
SCAQMD Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
Significant Impact?	**No**	**No**	**No**	**No**	**No**	**No**
Building Construction	2.69	32.85	21.22	0.07	2.41	1.42
SCAQMD Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
Significant Impact?	**No**	**No**	**No**	**No**	**No**	**No**
Paving	3.03	15.71	16.23	0.02	1.06	0.80
SCAQMD Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
Significant Impact?	**No**	**No**	**No**	**No**	**No**	**No**
Architectural Coating	20.36	11.35	11.90	0.02	0.86	0.76
SCAQMD Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
Significant Impact?	**No**	**No**	**No**	**No**	**No**	**No**

Source: Air Quality Modeling Analysis (March 2019)
* Total Emissions (includes on- and off-site)

As shown in Table 1, the peak daily emissions generated during the construction phases of the Proposed Project would not exceed the regional emission thresholds recommended by the SCAQMD. Therefore, less than significant impacts are anticipated. No significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

Compliance with SCAQMD Rule 403

The calculations in Table 1, above, assume that appropriate dust control measures would be implemented as part of the Proposed Project during each phase of development, as required and regulated by SCAQMD. SCAQMD Rule 403 (Fugitive Dust) addresses the control of fugitive dust during each phase of construction. Rule 403 control requirements include, but are not limited to, the following:

- All unpaved demolition and construction areas would be wetted at least twice daily during excavation and construction, and temporary dust covers would be used to reduce dust emissions. Wetting could reduce fugitive dust by as much as 50 percent.
- The construction area would be kept sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind;
- A wheel washing system would be utilized to remove bulk material from tires and vehicle undercarriages before vehicles exit the Project Site;
- All clearing, earth moving, or excavation activities would be discontinued during periods of high winds (i.e., greater than 15 miles per hour (mph)), so as to prevent excessive amounts of dust;
- All dirt/soil materials transported off-site would be either sufficiently watered or securely covered to prevent excessive amount of dust;
- General contractors would maintain and operate construction equipment so as to minimize exhaust emissions; and
- Trucks having no hauling activity would not idle but be turned off.

As shown in Table 1, the peak daily emissions generated during the construction phases of the Proposed Project would not exceed SCAQMD's regional emission thresholds.

Operational Emissions

Operational emissions are categorized as energy (generation and distribution of energy to the end use), area emissions (natural gas consumption), and mobile emissions (vehicle trips). The operational mobile source emissions were calculated in accordance with the Transportation Impact Study prepared for the Proposed Project by Gibson Transportation Consulting, Inc. The Proposed Project is estimated to generate approximately 1,855 trips per weekday and 3,172 trips on Saturdays. In addition, although the proposed use is golf-related, Topgolf is an entertainment style use that generates trip types and lengths that are more closely aligned with a movie theater than a regional golf course. Thus, the trip types (i.e., customer, worker, and vendor trips) and associated trip lengths were adjusted to be consistent with the CalEEMod default rates for a movie theater land use. As such, the operational emissions associated with the Proposed Project's estimated vehicle trips were modeled and are listed below in Table 2, Estimated Daily Regional Operational Emissions.

Table 2
Estimated Daily Regional Operational Emissions
(Pounds per Day)

Emission Source	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Summertime (Smog Season) Emissions						
Area Sources	2.00	<0.01	0.07	<0.01	<0.01	<0.01
Energy Sources	0.19	1.77	1.49	0.01	0.13	0.13
Mobile Sources	4.72	20.39	40.74	0.12	8.85	2.45
Total Project Emissions	**6.91**	**22.16**	**42.30**	**0.13**	**8.98**	**2.58**
SCAQMD Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Significant Impact?	**No**	**No**	**No**	**No**	**No**	**No**
Wintertime (Non-Smog Season) Emissions						
Area Sources	2.00	<0.01	0.07	<0.01	<0.01	<0.01
Energy Sources	0.19	1.77	1.49	0.01	0.13	0.13
Architectural Coating	4.47	20.47	40.24	0.12	8.85	2.45
Total Project Emissions	**6.66**	**22.24**	**41.80**	**0.13**	**8.98**	**2.58**
SCAQMD Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Significant Impact?	**No**	**No**	**No**	**No**	**No**	**No**

Source: Air Quality Modeling Analysis (March 2019)

As shown in Table 2, the Proposed Project's operational emissions would be below the regional thresholds of significance set by the SCAQMD. Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

c) **Less than Significant Impact.** As shown in Section III(b) above, the Proposed Project would not generate construction or operational emissions that exceed the SCAQMD's recommended regional thresholds of significance. Therefore, the Proposed Project would not generate a cumulatively considerable increase in emissions of the pollutants for which the SCAB is in non-attainment, and impacts would be less than significant. No significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

d) **Less than Significant Impact.**

Localized Construction Emissions

In addition to the SCAQMD's regional significance thresholds, the SCAQMD has established localized significance criteria in the form of ambient air quality standards for criteria pollutants. To minimize the need for detailed air quality modeling to assess localized impacts, SCAQMD developed mass-based localized significance thresholds (LSTs) that are the number of pounds of emissions per day that can be generated by a project that would cause or contribute to adverse localized air quality impacts. These localized thresholds apply to projects that are less than or equal to five acres in size and only applicable to the following criteria pollutants: NO_x, CO, PM_{10}, and $PM_{2.5}$. While the Proposed Project would involve grading on approximately 13.31 acres, it is reasonable to assume that the surface grading and foundational activities would occur in phases and within sections of the Project Site and would not involve grading on more than five acres per day. Thus, the LSTs for a five-acre site were applied in this analysis.

The Project Site is located in sensitive receptor area (SRA) 33, which covers the Southwest San Bernardino Valley area. The nearest sensitive receptors that could potentially be subject to the

localized air quality impacts associated with construction of the Proposed Project include: 1) the multi-family residential buildings to the west of the Project Site; 2) portions of the Cucamonga-Guasti Regional Park to the south of the Project Site; and 3) single-family homes fronting 4th Street to the northwest of the Project Site. Given the proximity of these sensitive receptors to the Project Site, the LSTs with receptors located within 25 meters (82 feet) are used to address the potential localized air quality impacts associated with the construction-related NO_x, CO, PM_{10}, and $PM_{2.5}$ emissions for each construction phase. As shown in Table 3, Localized On-Site Peak Daily Construction Emissions, peak daily emissions generated within the Project Site during construction activities for each phase would not exceed the applicable construction LSTs for an approximate five-acre site in SRA 33.

Table 3
Localized On-Site Peak Daily Construction Emissions
(Pounds per Day)

Construction Phase	NO_x	CO	PM_{10}	$PM_{2.5}$
Grading	53.50	35.64	6.73	3.87
Building Construction	18.26	15.98	1.03	0.98
Paving	14.80	15.27	0.78	0.72
Architectural Coatings	11.01	11.52	0.75	0.73
SCAQMD Localized Thresholds	**270**	**2,193**	**16**	**9**
Potentially Significant Impact?	**No**	**No**	**No**	**No**

Source: Air Quality Modeling Analysis (March 2019)

Localized Operational Emissions

Localized operational emissions from natural gas, architectural coatings, and consumer products would increase the amount of localized air pollution on the Project Site. Operation of the Proposed Project would replace vacant open space on-site. As such, the Proposed Project would introduce new sources of localized emissions to the area. Table 4, Localized On-Site Peak Daily Operational Emissions, shows the net amount on on-site emissions from the operation of the Proposed Project. As shown, the Proposed Project's on-site localized emissions would not exceed any of the localized thresholds for a site of five acres. Therefore, localized on-site operational emissions would be less than significant.

Table 4
Localized On-Site Peak Daily Operational Emissions
(Pounds per Day)

Emission Phase	NO_x	CO	PM_{10}	$PM_{2.5}$
Area	<0.01	0.07	<0.01	<0.01
Energy	1.77	1.49	0.13	0.13
Net On-Site Emissions	**1.77**	**1.56**	**0.13**	**0.13**
SCAQMD Localized Thresholds	**270**	**2,193**	**4**	**2**
Potentially Significant Impact?	**No**	**No**	**No**	**No**

Source: Air Quality Modeling Analysis (March 2019)

Toxic Air Contaminants

The Proposed Project consists of a commercial development which does not include uses that would involve the use, storage, or processing of carcinogenic toxic air contaminants (TACs). Additionally, SCAQMD recommends that Health Risk Assessments (HRAs) be conducted for substantial sources of diesel particulate matter for developments that include truck stops and warehouse distribution facilities that generate more than 100 trucks per day or more than 40 trucks with operating transport refrigeration units, which does not apply to the Proposed Project. As such, no significant toxic airborne emissions would result from the operation of the Proposed Project.

The greatest potential for TAC emissions during construction would be from diesel particulate emissions associated with heavy equipment operations. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of individual cancer risk. "Individual Cancer Risk" is the likelihood that a person continuously exposed to a concentrations of over a 70-year lifetime will contract cancer based on the use of standard risk assessment methodology. Given the short-term construction schedule of approximately 10 months, the Proposed Project would not result in a long-term (i.e., 70-year) source of TAC emissions. No residual emissions and corresponding individual cancer risk are anticipated after construction. Because there is such a short-term exposure period (10 out of 840 months), construction TAC emissions would result in a less than significant impact.

On-site localized emissions from the Proposed Project's construction and operation would not exceed the established SCAQMD localized thresholds. Therefore, localized construction and operational related air quality impacts would be considered less than significant without mitigation. Additionally, potential air toxic impacts to sensitive receptors from TAC emissions would also be less than significant. No significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

e) **Less than Significant Impact.** The Proposed Project does not include any of the uses identified by the SCAQMD as being associated with odors. In addition, SCAQMD Best Available Control Technology Guidelines would limit potential objectionable odor impacts during the Proposed Project's long-term operations phase.

Potential sources that may emit odors during construction activities include the use of architectural coatings and solvents, as well as asphalt paving. SCAQMD Rules 1108 and 1113 limit the amount of volatile organic compounds from cutback asphalt and architectural coatings and solvents, respectively. Based on mandatory compliance with SCAQMD rules, no construction activities or materials that would create a significant level of objectionable odors are proposed.

The Proposed Project would not create objectionable odors affecting a substantial number of people during construction or long-term operation. Odors from garbage chutes and enclosed refuse contains would be controlled through standard best management practices and ongoing building maintenance procedures. While restaurant-related uses have the potential to generate odors from cooking and disposal of organic waste, restaurant operators would be subject to SCAQMD Rule 1138, which requires the installation of odor-reducing equipment. The Proposed Project's adherence to SCAQMD Rule 1108, Rule 1113, Rule 1138, and SCAQMD Best Available Control Technology Guidelines would limit potential objectionable odor impacts during the Proposed Project's short-term construction and long-term operational phase. Therefore, impacts associated with odors from the Proposed Project would be less than significant without mitigation.

	Issues	*Potentially Significant Impact*	*Less than Significant Impact with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
IV.	**BIOLOGICAL RESOURCES -** Will the project:				
a)	Have substantial adverse effects, 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 Wildlife or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b)	Have 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 Wildlife or US Fish and Wildlife Service?	☐	☒	☐	☐
c)	Have 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?	☐	☐	☒	☐
d)	Interfere 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?	☐	☐	☒	☐
e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
f)	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan?	☐	☐	☐	☒

SUBSTANTIATION: *(Check if project is located in the Biological Resources Overlay or contains habitat for any species listed in the California Natural Diversity Database ☒):*

a) **Less than Significant Impact with Mitigation Incorporated.** In January 2019, Jericho Systems Inc. (Jericho) prepared a general biological resources assessment (BRA) and jurisdictional waters delineation (JD) for the Proposed Project (available at the County offices for review). Data regarding biological resources were obtained through field investigations and review of the California Natural Diversity Database (CNDDB), California Native Plant Society Electronic Inventory (CNPSEI) databases, and the Calflora Database. The database searches identified 24 sensitive species (nine plant, 14 animal, and one insect) and no sensitive habitats within the USGS 7.5-minute series Guasti quadrangle. Queried results of known occurrences within a three-mile radius study area

identified the following seven species: southern California legless lizard (*Anniella stebbinsi*), burrowing owl (*Athene cunicularia*), San Bernardino kangaroo rat (*Dipodomys merriami parvus*), western mastiff bat (*Eumops perotis californicus*), coast horned lizard (*Phrynosoma blainvillii*), white rabbit-tobacco (*Pseudognaphalium leucocephalum*), and the Delhi Sands flower-loving fly (*Rhaphiomidas terminates abdominalis*). Furthermore, the BRA included review of sensitive habitat and designated critical habitat within the vicinity of Project Site.

On December 20, 2018, Jericho conducted two biological resources field surveys of the entire Project Site, plus an approximate 200-foot buffer. Jericho notes that the Project Site is vacant and is subject to ongoing human disturbances. The habitat on-site consists primarily of non-native, ruderal vegetation and non-native grasses. Trees are planted along most of the perimeter, including conifers between 20 and 40 feet high along the west and northern boundaries, palms along the east end, and palo verde along the southern end bordering Deer Creek. Eucalyptus trees are scattered along the north center, southeastern and center of the Project Site. No raptor or other nests were observed within any of the trees on-site, though they provide optimal perches for foraging raptors, especially with the abundant prey base of desert cottontail and California ground squirrels occupying the Project Site. The ruderal vegetation on-site consists mainly of annual non-native grasses and forbs such as red brome (*Bromus rubens*), ripgut brome (*Bromus diandrus*), coastal heron's bill (*Erodium cicutartium*) and common groundsel (*Senecio vulgaris*), with scattered areas of annual and perennial native and non-native weedy species, including telegraph plant (*Heterotheca grandiflora*), Mediterranean hoary mustard (*Hirschfeldia incana*), and Russia thistle (*Salsola tragus*). There are also shrubby growths of red castor bean (*Ricinus communis*), common sunflower (*helianthus annuus*), tree tabacco (*Nicotania glauca*), and white horehound (*Marrubium vulgare*) scattered throughout the Project Site. The Project Site has been subject to historic human impacts and showed signs of historical and recent disturbances such as vehicle and foot traffic, grading, paving, dumping of trash, soil and rock, and grubbing/mowing.

Additionally, several animal species were observed during Jericho's field survey. Species observed or otherwise detected on or in the vicinity of the Project Site during the surveys included: rock dove or pigeon (*Columba livia*), mouring dove (*Zenaida macroura*), red-tailed hawk (*Buteo jamaicensis*), western fence lizard (*Sceloporus occidentalis*), California ground squirrel (*Otospermophilus beecheyi*), desert cottontail (*Sylvilagus audoboni*), house finch (*Haemorhous mexicanus*), and yellow-rumped warbler (*Setophaga coronada*). As concluded by Jericho, the Project Site is subject to continuous human disturbance and is completely surrounded by development. No sensitive habitats exist on-site, nor were any sensitive species identified during site surveys. Habitat suitable to support San Bernardino kangaroo rat does not exist on-site. Furthermore, the Project Site is not part of any designated Critical Habitat locations.

Despite the negative findings, Jericho notes that habitat suitable to support burrowing owl exists on-site. Additionally, habitat suitable to support other sensitive species exists on-site, however, values are greatly diminished by human activities, ground disturbance and surrounding heavily urbanized land uses. As such, the possibility of producing a substantial adverse effect on sensitive species remains. Therefore, possible significant adverse impacts have been identified or are anticipated and the following mitigation measures are required as a condition of project approval, in accordance with the recommendations provided by Jericho, to reduce these impacts to a level below significant. The required mitigation measures are:

Mitigation Measure BIO-1:

A pre-construction survey for borrowing owls, in conformance with the latest protocols, shall be completed no more than 30 days prior to the start of construction within suitable habitat at the Project Site and buffer zone.

Mitigation Measure BIO-2:

Bird nesting season generally extends from February 1 through September 15 in southern California and specifically, April 15 through August 31 for migratory passerine birds. To avoid impacts to nesting birds (common and special status) during the nesting season, a qualified Avian Biologist will conduct pre-construction Nesting Bird Surveys (NBS) prior to Project-related disturbance to nestable vegetation to identify any active nests. If no active nests are found, no further action will be required. If an active nest is found, the biologist will set appropriate no-work buffers around the nest which will be based upon the nesting species, its sensitivity to disturbance, nesting stage and expected types, intensity and duration of disturbance. The nests and buffer zone shall be field checked weekly by a qualified biological monitor. The approved no-work buffer zone shall be clearly marked in the field, within which no disturbance activity shall commence until the qualified biologist has determined the young birds have successfully fledged and the nest is inactive.

b) **Less than Significant Impact with Mitigation Incorporated.** As stated by Jericho, the Project Site is landlocked on the north, east, and west by intensive urban development, and on the south side by a concrete lined channel for Deer Creek which is owned and operated by the San Bernardino County Flood Control District. There are, however, no drainages on-site and no visible storm drains or culverts coming onto or leaving the Project Site. No aspect of the Project Site presents any evidence of jurisdictional waters or riverine/riparian areas. As such, the Proposed Project would not have a substantial adverse effect on any riparian habitat. However, Jericho notes that habitat suitable to support burrowing owl exists on-site. Additionally, habitat suitable to support other sensitive species exists on-site. As such, the possibility of producing a substantial adverse effect on sensitive natural community remains and the Project Proponent shall implement Mitigation Measure BIO-1 and Mitigation Measure BIO-2, as stated in Section IV(a), as a condition of project approval, in accordance with the recommendations provided by Jericho, to reduce these impacts to a level below significant. No additional mitigation measures are required.

c) **Less than Significant Impact.** As noted by Jericho and referenced in Section IV(b), the Project Site is adjacent to the Deer Creek Channel, located along the southern boundary of the Project Site. The channel is concrete lined and owned and operated by the San Bernardino County Flood Control District. However, there are no drainages on-site and there are no visible storm drains or culverts coming onto or leaving the property. Furthermore, no aspect of the site presents any evidence of jurisdictional waters or riverine/riparian areas; therefore, the Proposed Project would not have a substantial adverse effect on federally protected wetlands. However, any proposed connection to the Deer Creek Channel for storm drainage management will require a permit from the San Bernardino County Flood Control District, as well as from the various jurisdictional waters regulatory agencies. The final approved Site Plan shall show no disturbance to and no on-site flows to Deer Creek Channel. No significant adverse impacts are identified or anticipated, and no mitigation measures are required.

d) **No Impact.** As concluded by Jericho, the Project Site is subject to continuous human disturbance and is completely surrounded by development. No sensitive habitats exist on-site, nor were any

sensitive species identified during site surveys. The Project Site is in an area fragmented by existing urban development. There are few native habitats left in the nearby surrounding areas and impacts to wildlife movement and habitat fragmentation have already occurred. Development of the Proposed Project would not result in additional significant fragmentation to habitat. Therefore, no impact is identified or anticipated, and no mitigation measures are required.

e) **Less than Significant Impact.** As noted by Jericho, the habitat on-site consists primarily of non-native, ruderal vegetation and non-native grasses with conifer, palm, and palo verde trees planted along most of the perimeter. Eucalyptus trees are scattered along the north center, southeastern and center of the Project Site. In accordance with the proposed site development, the existing trees on-site will be removed. There are no tree preservation ordinances in the City Municipal Code other than those protecting parkway trees. The County, however, has adopted resource management and conservation standards as described by the San Bernardino County Development Code. Therefore, as a condition of project approval, the Project Proponent shall adhere to Section 88.01.050 (Tree or Plant Removal Permits) of the San Bernardino County Development Code prior to removing a regulated tree or plant from the Project Site. With adherence to the San Bernardino County Development Code, the Proposed Project is not anticipated to conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. No significant adverse impacts are identified, and no mitigation measures are required.

f) **No Impact.** The Project Site is not located within the planning area of an adopted Habitat Conservation Plan, Natural Community Plan, or other approved local, regional, or state habitat conservation plan as identified in the CDFW California Regional Conservation Plans Map (October 2017). No impacts are identified or are anticipated, and no mitigation measures are required.

	Issues	*Potentially Significant Impact*	*Less than Significant Impact with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
V.	**CULTURAL RESOURCES** - Will the project				
a)	Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☒	☐	☐
b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c)	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐
d)	Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☒	☐

☐

SUBSTANTIATION: *(Check if the project is located in the Cultural ☐ or Paleontological ☐ Resources overlays or cite results of cultural resource review):*

In December 2018, McKenna et al. prepared a Phase I Cultural Resources Investigation for the Proposed Project which included an archaeological records search, consultation with the Native American Heritage Commission, and a paleontological overview of the Project Site (available at the County offices for review); the findings are summarized herein.

a, b) **Less than Significant Impact with Mitigation Incorporated.** The archaeological records search was completed by McKenna et al. on November 26, 2018, at the California State University, Fullerton, South Central Coastal Information Center. Research identified a minimum of 15 and a maximum of 69 resources within a one-mile radius of the Project Site, however, no resources were identified within the Project Site. Based on McKenna et al.'s findings, the Project Site is considered to have a low to moderate level of sensitivity for prehistoric archaeological resources and a moderate to high level of sensitivity for historic period archaeological resources. The Project Site has a low potential to yield evidence of historic period standing structures or buildings and an unknown, but potentially moderate level of sensitivity for the presence of ethnic resources.

McKenna et al. completed an intensive survey and found the Project Site to be fully accessible for pedestrian survey and visual inspection via multiple gates or downed fencing. McKenna et al. confirmed the property lacked standing structures, but mature trees identified the location of the early residential complex occupied for decades by the Romolo family and associated vineyards. The property reflected at least three main elevations: the raised terrace in the western quarter of the property, the larger, lower expanse associated with the residential complex and central portion of the Project Site, and the slightly higher elevation to the east. McKenna et al. notes that the Project Site has been cleared of all evidence of historic use, including any evidence of structures or vineyards. No foundations, significant building debris, or historic artifacts were noted. Some vegetation remains, but these trees are not considered historically significant. There was no surficial evidence of any prehistoric archaeological resources.

Despite the negative findings, McKenna et al. notes that the property located to the west of the Project Site was monitored in 2015 and both historic and prehistoric features and/or artifacts were recovered. Therefore, the Project Site, being relatively close to these other findings and nearer the prehistoric/historic Deer Creek Channel, has a potential to yield buried resources and should be considered sensitive for such resources. As such, the possibility of discovering a significant unanticipated find remains. Therefore, possible significant adverse impacts have been identified or are anticipated and the following mitigation measures are required as a condition of project approval is required, to reduce these impacts to a level of less than significant.

Mitigation Measure CR-1:

If cultural resources are encountered during ground-disturbing activities, work in the immediate area shall cease and an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology (National Park Service [NPS] 1983) shall be contacted immediately to evaluate the find(s). If the discovery proves to be significant under CEQA, additional work such as data recovery excavation may be warranted and will be reported to the City of Ontario and the County of San Bernardino.

Mitigation Measure CR-2:

Should human remains and/or cremations be encountered during any earthmoving activities, all work shall stop immediately in the area in which the find(s) are present (suggested 100-ft radius area around the remains and project personnel will be excluded from the area and no photographs will be permitted), and the County of San Bernardino Coroner will be notified. The City of Ontario and the Project Proponent shall also be informed of the discovery. The Coroner will determine if the bones are historic/archaeological or a modern legal case. The Coroner will immediately contact the Native American Heritage Commission (NAHC) in the event that remains are determined to be human and of Native American origin, in accordance with California Public Resources Code Section § 5097.98.

All discovered human remains shall be treated with respect and dignity. California state law (California Health & Safety Code § 7050.5) and federal law and regulations ([Archaeological Resources Protection Act (ARPA) 16 USC 470 & 43 CFR 7], [Native American Graves Protection & Repatriation Act (NAGPRA) 25 USC 3001 & 43 CFR 10] and [Public Lands, Interior 43 CFR 8365.1-7]) require a defined protocol if human remains are discovered in the State of California regardless if the remains are modern or archaeological.

c) **Less than Significant Impact with Mitigation Incorporated.** In accordance with the Phase I Cultural Resources Investigation, a paleontological overview was completed for the Project Site. The overview concludes that the Project Site should be considered to have a very low level of sensitivity for paleontological resources. However, if the site preparation activities impact the buried older alluvial deposits – exceeding the relative depths of younger alluvial, McKenna et al. recommends that the County Land Use Services Department should have a paleontological monitor on-call and prepared to monitor any areas identified as potentially fossil bearing. In this case, soils testing should be able to confirm the presence/absence of older alluvium within the areas of the proposed impact. As rule, excavations exceeding eight feet below present grade should be considered sensitive and, as noted, if older Quaternary alluvium is encountered, a paleontological monitor should be on-site. The monitor should adhere to the general professional

protocols of the San Bernardino County Museum and any specimens recovered from the property should be analyzed and curated in accordance to their standards and protocols. As such, Project Site is considered to have a very low level of sensitivity for paleontological resources; however, the possibility of discovering a significant unanticipated paleontological find remains. Therefore, possible significant adverse impacts have been identified or anticipated and the following mitigation measure is required as a condition of project approval to reduce these impacts to a level of less than significant.

Mitigation Measure CR-3:

In the event that fossil specimens are unearthed, the Project Proponent shall have a paleontological consultant assess the specimens and report to the City of Ontario and the County of San Bernardino. If the consultant and the County concur, a paleontological monitoring program shall be implemented for the remainder of earth moving activities.

d) **Less than Significant Impact.** Construction activities, particularly grading, could potentially disturb human remains interred outside of a formal cemetery. Thus, the potential exists that human remains may be unearthed during grading and excavation activities associated with project construction. In the event that human remains are discovered during grading or other ground disturbing activities, the Project Proponent would be required to comply with the applicable provisions of California Health and Safety Code § 7050.5 as well as Public Resources Code § 5097, et. seq., which requires that if the coroner determines the remains to be of Native American origin, he or she will notify the Native American Heritage Commission, who will then identify the most likely descendants to be consulted regarding treatment and/or reburial of the remains. Mandatory compliance with these provisions of California state law would ensure that impacts to human remains, if unearthed during construction activities, would be appropriately treated. Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

Issues	*Potentially Significant Impact*	*Less than Significant Impact with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
VI. GEOLOGY AND SOILS - Will the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. 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? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii. Strong seismic ground shaking?	☐	☐	☒	☐
iii. Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv. Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be 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?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 181-B of the California Building Code (2001) creating substantial risks to life or property?	☐	☐	☒	☐
e) Have 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?	☐	☐	☐	☒

SUBSTANTIATION: *(Check ☐ if project is located in the Geologic Hazards Overlay District):*

a)

i) **Less than Significant Impact.** The Project Site is located in seismically active southern California with numerous fault systems in the region. As depicted in Figure 5.7-2, Regional Faults, of The Ontario Plan EIR, the Cucamonga Fault Zone is located approximately 6.5 miles north of the Project Site, the San Jose Fault Zone is located approximately seven miles west of the Project Site, and the Chino Fault Zone is located approximately nine miles southwest of the Project Site. The Project Site, however, is not located within an Alquist-Priolo Earthquake Fault Zone, as there are no Alquist-Priolo Earthquake Fault Zones in the City. Therefore, the Proposed Project is not anticipated to expose people or structures to adverse effects related to ground rupture. No significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

ii) **Less than Significant Impact.** As is the case for most areas of southern California, ground shaking resulting from earthquakes associated with nearby and more distant faults may occur at the Project Site. During the life of the Proposed Project, seismic activity associated with the active faults can be expected to generate moderate to strong ground shaking at the Project Site. As a mandatory condition of project approval, the Proposed Project would be required to construct proposed structures in accordance with the California Building Code (CBC), which is established by the California Building Standards Code. The code is also known as Title 24, Part 2 of the California Code of Regulations. The CBC is designed to preclude significant adverse effects associated with strong seismic ground shaking. With mandatory compliance with standard design and construction measures, potential impacts would be reduced to a less than significant and the Proposed Project would not expose people or structures to substantial adverse effects, including loss, injury or death, involving seismic ground shaking. No significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

iii) **No Impact.** Liquefaction is a process whereby strong earthquake shaking causes sediment layers that are saturated with groundwater to lose strength and behave as a fluid. Ground failure associated with liquefaction can result in severe damage to structures. As demonstrated by Figure S-1, Seismic Hazards, of the City's General Plan, the Project Site is located in the northern portion of the City where groundwater levels are too deep for liquefaction to occur. Therefore, no impacts are identified or are anticipated, and no mitigation measures are required.

iv) **No Impact.** Seismically induced landslides and other slope failures are common occurrences during or soon after earthquakes. The Project Site is not located within a designated area of landslide susceptibility as shown in the City's General Plan Figure S-1, Seismic Hazards. The Project Site and immediate vicinity are generally flat with no prominent geologic features. Additionally, the Project Site is not located in an area of generalized landslide susceptibility, as shown on the County of San Bernardino General Plan Geologic Hazard Overlay Map EHFH-C Victorville/San Bernardino. Therefore, no impact is identified, and no mitigation measures are recommended.

b) **Less than Significant Impact.** During the development of the Project Site, which would include disturbance of 13.31 acres, project-related dust may be generated due to the operation of machinery on-site or due to high winds. Additionally, erosion of soils could occur due to a storm event. Development of the Proposed Project would disturb more than one acre of soil; therefore, the Proposed Project is subject to the requirements of the State Water Resources Control Board General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit Order 2009-2009-DWQ). Construction activity subject to this permit includes clearing, grading, and disturbances to the ground such as stockpiling or excavation. The Construction General Permit requires the development and implementation of a Storm Water Pollution and Prevention Plan (SWPPP). The SWPPP must list Best Management Practices (BMPs) to avoid and minimize soil erosion. Adherence to BMPs listed in the Proposed Project's SWPPP would ensure that substantial soil erosion or the loss of topsoil does not occur. Development of the Project Site would reduce the amount of exposed soil that may be subject to wind erosion. The Proposed Project includes a landscaping plan. Perimeter landscaping that incorporates an infiltration basin for water quality management purposes would be provided and designed to reduce the potential for wind and water erosion of topsoil. No significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

c) **Less than Significant Impact.** As shown on Figure 5.7-1, Geologic Map, of The Ontario Plan EIR, the Project Site is located in an area which contains Young Alluvial Fan Deposits (Qyf). Qyf is described by the EIR as a Holocene to Late Pleistocene unit which consists of slightly to moderately consolidated deposits of brown to grayish brown silt, sand, and gravelly sand, locally with cobbles. The Project Site is located in the northern section of the City in which the Qyf unit is characterized by gravelly and cobbly deposits. As stated by the EIR, generally, soils with faster infiltration rates, higher-levels of organic matter, and improved soil structure, such as sand, sandy loam, and loam-textured soils have a greater resistance to erosion than silt, very fine sand, and certain clay textured soils.

Seismically induced landslides and other slope failures are common occurrences during or soon after earthquakes. The Project Site and immediate vicinity are generally flat with no prominent geologic features. The Project Site is not located within a designated area of landslide susceptibility as shown in the City's General Plan Figure S-1, Seismic Hazards. Additionally, the Project Site is not located in an area of generalized landslide susceptibility as shown on the County of San Bernardino General Plan Geologic Hazard Overlay Map EHFH-C Victorville/San Bernardino.

Seismically induced lateral spreading involves primary lateral movement of earth materials over underlying materials which are liquefied due to ground shaking. As demonstrated by Figure S-1, Seismic Hazards, in the City's General Plan, the Project Site is located in the northern portion of the City where groundwater levels are too deep for liquefaction to occur. Given the Project Site's lack of susceptibility to liquefaction, seismically induced lateral spreading is not anticipated to occur.

Ground subsidence is the gradual settling or sinking of the ground surface with little or no horizontal movement, and most often results from human activities such as the extraction of oil, gas, or groundwater. As stated in The Ontario Plan EIR, subsidence resulting from oil and gas extraction is not an issue for Ontario. However, the City is above the Chino Subbasin of the Upper Santa Anita Valley Groundwater Basin, from which groundwater has been extracted for decades. The thick alluvial deposits comprising the Chino Subbasin may be susceptible to compaction, with resulting subsidence at the surface, in the event of rapid groundwater withdrawal.

In June 2018, Geotechnical Professionals, Inc. (GPI), preformed percolation/infiltration testing at the Project Site in accordance with a preliminary Geotechnical Investigation (available at the County offices for review). Based on field testing, GPI concluded that the near surface soils indicated adequate infiltration rates with respect to subsurface water infiltration as indicated by the County of San Bernardino Technical Guidance Document. Compliance with the CBC and review of grading plans for individual projects by the County would ensure no significant impacts would occur.

Given the characteristics of the geologic unit (Qyf) which the Project Site is located on, compliance with the CBC and review and approval of the grading plan by the County would ensure that significant impacts related to landslide, lateral spreading, subsidence, and liquefaction do not occur. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

d) **Less than Significant Impact.** Expansive soils, sometimes referred to as shrink-swell soils, are fine-grained silts and clays which are subject to swelling and contracting. Structures built on these soils may experience shifting, cracking, and breaking damage as soils shrink and subside or expand. As stated in The Ontario Plan EIR, the near-surface sediments in the northern and central parts of the City are composed primarily of granular soils, that is, silty sand, sand, and gravel. Such

sediments are usually non-expansive or have very low expansion potential. Expansive soils are more likely to be present in the southern parts of the City, where there are silts, sandy silts, and silty clays. Therefore, with compliance with the CBC and review of the proposed grading plan by the County, less than significant impacts are anticipated. No significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

e) **No Impact.** As stated by The Ontario Plan EIR, the City is served by regional wastewater treatment facilities owned and operated by the Inland Empire Utilities Agency (IEUA). The use of septic tanks would not occur in the City. Therefore, sewer service is available to the Project Site and the facilities would be connected to the existing system. No septic tanks or alternative wastewater disposal systems would be installed at the Project Site. No impacts are identified or are anticipated, and no mitigation measures are required.

	Issues	*Potentially Significant Impact*	*Less than Significant Impact with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
VII	**GREENHOUSE GAS EMISSIONS -** Will the project:				
a)	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b)	Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

SUBSTANTIATION:

a) **Less than Significant Impact.** As stated within the Greenhouse Gas Emissions Analysis prepared by Parker Environmental Consultants in March 2019 (available at the County offices for review), the Proposed Project is anticipated to generate greenhouse gas (GHG) emissions from area sources, energy usage, mobile sources, waste, water, and construction equipment.

Construction of the Proposed Project would emit GHG emissions through the combustion of fossil fuels by heavy-duty construction equipment and through vehicle trips generated by construction workers traveling to and from the Project Site. These impacts would vary day to day over the approximate 10-month duration of construction of construction activities. Emissions of GHGs were calculated by Parker Environmental Consultants using CalEEMod version 2016.3.2 for the year of construction of the Proposed Project and the results of this analysis are presented in Table 5, Proposed Project Construction Related Greenhouse Gas Emissions. As shown in Table 5, the total GHG emissions from construction activities related to the Proposed Project would be 587.17 metric tons of carbon dioxide equivalent ($MTCO_2e$), which is below the City's screening threshold of 3,000 $MTCO_2e$/year.

Table 5
Proposed Project Construction-Related Greenhouse Gas Emissions
(Metric Tons per Year)

Year	**CO_2e Emissions**
2020	587.17
Total Construction GHG Emissions	**587.17**
Exceed 3,000 $MTCO_2e$ Threshold?	**No**

Source: Greenhouse Gas Emissions Analysis (March 2019)

The Project Site is currently vacant and undeveloped. Therefore, it is assumed that no existing GHG emissions are currently being emitted from the Project Site. The Proposed Project would generate greenhouse gas emissions from the usage of on-road mobile vehicles, electricity, natural gas, water, landscape equipment, and generation of solid waste and wastewater. The Proposed Project's emissions were calculated based on the assumptions that the Proposed Project is constructed in compliance with the energy conservation measures mandated by the California Green Building Code, which reflects, in part, the City's commitment to reducing waste disposal, conserving energy, and promoting "green" building practices. Because the Proposed Project is a unique entertainment

land use and does not fall within the typical definition of a golf course, various assumptions were made by Parker Environmental Consultants to appropriately generate a conservative calculation of the Proposed Project's GHG emissions. As shown in the Table 6, Proposed Project Operational Greenhouse Gas Emissions, the GHG emissions generated by the Proposed Project would result in a net increase of 2,765.10 $MTCO_2e$/year, which is below the City's screening threshold of 3,000 $MTCO_2e$/year.

Table 6
Proposed Project Operational Greenhouse Gas Emissions
(Metric Tons per Year)

Emissions Source	CO_2e Emissions
Direct Emissions	
Construction	19.57
Area	0.02
Mobile	1,392.92
Indirect Emissions	
Energy	791.82
Waste	4.39
Water	556.38
Total	**2,765.10**
Exceed 3,000 $MTCO_2e$ Threshold	**No**

Source: Greenhouse Gas Emissions Analysis (March 2019)

- Construction Emissions: Construction GHG emissions were estimated and amortized over the lifetime of the Proposed Project (approximately 30 years) and added to the total operational emissions, as recommended by the SCAQMD. The Proposed Project's construction activities would result in approximately 19.57 MTCO2e/year.
- Area Source: GHGs from area sources are emitted from architectural coatings and landscaping equipment. The Proposed Project would result in approximately 0.02 MTCO2e/year from area sources.
- Mobile Sources: It is estimated that the Proposed Project would result in approximately 1,855 trips per weekday (1,826 trips from the main Topgolf facility and 30 net trips from the mini golf course) and 3,172 trips on Saturdays (3,121 trips from the main Topgolf facility and 50 trips from the mini golf course). Additionally, although the proposed use is golf-related, the Topgolf facility is an entertainment style use that generates trip types and lengths that are more closely aligned with a movie theater than a regional golf course. Thus, the trip types (i.e., customer, worker and vendor trips) and associated trip lengths were based on a movie theater land use. The Proposed Project's mobile source emissions would be approximately 1,392.92 MTCO2e/year.
- Energy Consumption: GHG emissions were estimated from energy consumption, such as the production of electricity and natural gas. Because the Topgolf facility contains food and beverage services that are more intensive than a typical golf course concessions, approximately 18,400 square feet of the total 67,521 square foot facility was conservatively based on a quality restaurant land use to account for the building areas occupied by food/beverage stations, service bar, kitchen areas, banquet space, and all outdoor patio/terrace

areas. Energy use for the remainder of the facility was based on a movie theater use to account for lighting, heating, ventilation and air conditioning (HVAC) requirements of high occupancy areas. Additionally, as required by the City, the Proposed Project would exceed Title 24 energy standards by 5 percent. Thus, the Proposed Project's operational energy emissions reflect the mitigated scenario to account for this project design feature. The Proposed Project would result in 791.82 $MTCO_2e$/year from energy consumption.

- Solid Waste: GHGs, specifically methane, is emitted into the atmosphere as solid waste decomposes in landfills. As required by the City, the Proposed Project would be required to institute an on-site recycling program to segregate food wastes and recyclable materials. This requirement, coupled with source reduction and recycling instituted by the City's commercial waste hauling company is estimated to reduce landfill waste by 50 percent. Thus, the Proposed Project's waste emissions reflect the mitigated scenario to account for this project design feature. The Proposed Project would result in 4.39 $MTCO_2e$/year from solid waste disposal.
- Water Demand: Energy is needed to pump and distribute water to developments. As such, the plumbing and landscaping for the Proposed Project would require energy to operate and result in GHG emissions. As discussed above, for purposes of capturing the energy and water use associated with the Proposed Project's food/beverage services, approximately 18,400 square feet of the 67,521 square foot Topgolf facility was conservatively calculated as a restaurant use. In addition, outdoor water use was based on an approximate 80 percent reduction in outdoor water use as compared to a typical golf course, as the miniature golf and the driving range component would be improved with artificial turf in lieu of natural grass. Thus, the Proposed Project's water use-related GHG emissions reflect the mitigated scenario to account for these features. Based on these assumptions, the Proposed Project would result in 556.38 $MTCO_2e$/year from water demand.

As shown in Table 5 and Table 6, the Proposed Project's emissions during construction and operations would not exceed the City's screening threshold of 3,000 $MTCO_2e$/year. Therefore, the Proposed Project's GHG emissions would not result in a significant direct or indirect impact on the environment, and the Proposed Project would have a less than significant impact with respect to GHG emissions. No significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

b) **Less than Significant Impact.** As shown in Table 5 and Table 6, above, the Proposed Project's emissions during construction and operations would not exceed the City's screening threshold of 3,000 $MTCO_2$/year. Additionally, as described within the Greenhouse Gas Emissions Analysis, the Proposed Project's design features and performance standards would be consistent with local and statewide goals and policies aimed at reducing the generation of GHGs, including SB 32, SB 375, the California Air Resources Board's 2017 Scoping Plan, SCAG's 2016 RTP/SCS, the City's General Plan, and the City of Ontario Community Climate Action Plan. Therefore, the Proposed Project would not conflict with an applicable plan, policy or regulation for the purposes of reducing the emissions of GHGs, and the Proposed Project's impacts would be less than significant. No significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

	Issues	*Potentially Significant Impact*	*Less than Significant Impact with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
VIII	**HAZARDS AND HAZARDOUS MATERIALS -** Will the project:				
a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b)	Create 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?	☐	☐	☒	☐
c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d)	Be 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, will it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e)	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, will the project result in a safety hazard for people residing or working in the project area?	☐	☐	☒	☐
f)	For a project within the vicinity of a private airstrip, will the project result in a safety hazard for people residing or working in the project area?	☐	☐	☒	☐
g)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
h)	Expose 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?	☐	☐	☐	☒

SUBSTANTIATION:

a, b) **Less than Significant Impact.** Professional Service Industries, Inc. prepared a Phase I Environmental Site Assessment (ESA) for the Project Site in May 2018 (available at the County offices for review). The purpose of the Phase I ESA is to review, evaluate, and document present and past land uses and practices and to visually examine site conditions in order to identify recognized environmental conditions (RECs), historical recognized environmental conditions (HRECs), controlled recognized environmental conditions (CRECs), and vapor encroachment conditions (VECs) in connection with the subject property. As concluded by the Phase I ESA, the assessment revealed no evidence of RECs, HRECs, CRECs, or VECs on the Project Site and no uses of concern were identified on the adjoining properties. Furthermore, the Proposed Project is not anticipated to include hazardous materials as operations of Topgolf Entertainment facilities do not require the use of hazardous materials. Hazardous or toxic materials transported in association

with construction may include items such as oils, paints, and fuels. All materials required during construction would be kept in compliance with State and local regulations. With implementation of Best Management Practices (BMPs) and compliance with all applicable federal, state and local regulations including all Certified Unified Program Agency (CUPA) regulations, potential impacts to the public or the environment from the routine transport, use, or disposal of hazardous materials during construction or from the release of hazardous materials through reasonably foreseeable upset and accident conditions are considered to be less than significant. No significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

c) **No Impact.** No existing or proposed schools occur within one-quarter mile of the Project Site. The nearest school is Ontario Center School, located approximately 0.5-mile southeast of the Project Site. Therefore, the Proposed Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or known proposed school. No impacts are identified or are anticipated, and no mitigation measures are required.

d) **No Impact.** The Project Site was not found on the list of hazardous materials sites complied pursuant to Government Code Section 65962.5 by the California Department of Toxic Substances Control's EnviroStor data management system (accessed October 19, 2018). Additionally, the Phase I ESA revealed no evidence of RECs, HRECs, CRECs, or VECs on the Project Site and no uses of concern were identified on the adjoining properties. Furthermore, as depicted in Figure S-4, Hazardous Materials Locations, of the Ontario General Plan, no hazardous materials sites are located within or in the immediate vicinity of the Project Site. Therefore, no impacts are identified or are anticipated, and no mitigation measures are required.

e) **Less than Significant Impact.** The Project Site is located approximately 1.5 miles north of the Ontario International Airport. As demonstrated by Map 2-1, Airport Influence Area, of the ONT ALUCP, the Project Site is within the Airport Influence Area. In accordance with Map 2-2, Safety Zones, and Map 2-3, Noise Impact Zones, the Project Site is located outside of the ONT ALUCP safety and noise impact zones. However, the Project Site is located within the 70 to 100-foot Allowable Height AGL zone as depicted on Map 2-4, Airspace Protection Zones. The golf driving range portion of the Proposed Project includes a safety netting system which will be composed of polyester netting as well as netting poles that will extend to a maximum height of approximately 170 feet AGL. Therefore, in compliance with ONT ALUCP Airspace Protection Policy A1, the Project Proponent has submitted notification of the proposed development to the Federal Aviation Administration (FAA), as required by the provision of Federal Aviation Regulations (FAR) Part 77, Subpart B, and by the California Public Utilities Code, Sections 21658 and 21659. The FAA conducted an "aeronautical study" of the safety netting system and determined that the netting structure exceeded obstruction standards, but would not be a hazard to air navigation provided that the structure be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, red lights-Chapters 4,5(Red),&12. A copy of the completed FAR Part 77 notification form submitted to the FAA and the resulting FAA aeronautical study findings shall be supplied to the City and the County by the Project Proponent. Because the FAA study findings determined no impact to the Ontario International Airport, the Proposed Project would not be anticipated to result in a safety hazard for people residing or working in the project area. No significant adverse impacts are identified or are anticipated, and no mitigation measures are required for CEQA compliance.

f) **Less than Significant Impact.** The Project Site is not located in the vicinity of a known private airstrip; therefore, the Proposed Project is not anticipated to result in a safety hazard related to the

operation of a private airstrip to people residing or working in the project area. The nearest airport is the Ontario International Airport as described in Section VIII(e), above. No significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

g) **No Impact.** As stated by The Ontario Plan EIR, the City is responsible for coordination of emergency response within the City. The Standardized Emergency Management System (SEMS) is required under Government Code Section 8607(a) for managing response to multiagency and multijurisdictional emergencies in the state. SEMS was established to standardize key elements of the emergency management system, so that mobilization deployment, utilization, tracking, and demobilization of mutual aid resources are implemented effectively. The City must use SEMS when a local emergency is declared or proclaimed in order to be eligible for funding from disaster-related assistance programs. Disaster preparedness in the City in accordance with SEMS is coordinated through the Technical Services Bureau of the Ontario Fire Department. The most recent Draft Hazard Mitigation Plan for the City was prepared in 2018.

As demonstrated by the Site Plan, the Project Site would be accessed via three driveways; two driveways would be located along Archibald Avenue and one driveway would be located along Fourth Street. Project construction is not anticipated to require the placement of any permanent physical barriers on Archibald Avenue or Fourth Street. Construction would take place on the Project Site and no roadway closures are anticipated. As such, the Proposed Project is not anticipated to impair implementation of or physically interfere with the operation or regional accessibility of emergency response personnel in accordance with an adopted emergency response plan or emergency evacuation plan. Adequate on-site access for emergency vehicles would be verified during the County's Site Plan review process. No impacts are identified or are anticipated, and no mitigation measures are required.

h) **No Impact.** As demonstrated by Figure 4-10, Local Responsibility Area Fire Hazard Severity Zones, of the City's Draft Hazard Mitigation Plan, the Project Site is located within an Urban/Unzoned area and not within or immediately adjacent to a Moderate or High Fire Hazard Severity Zone. Additionally, as identified by the County's General Plan – Hazard Overlay Map EHFH B (Victorville/San Bernardino), the Project Site is not located within a Fire Safety Area. Furthermore, the Project Site is located in a region which is developed primarily with residential, commercial, and industrial development; wildland is not located within the vicinity. Therefore, the Proposed Project would not expose 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. No significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
IX	**HYDROLOGY AND WATER QUALITY -** Will the project:				
a)	Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
b)	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there will 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 will not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒	☐
c)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that will result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
d)	Substantially alter 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 will result in flooding on- or off-site?	☐	☐	☒	☐
e)	Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
f)	Otherwise substantially degrade water quality?	☐	☐	☐	☒
g)	Place 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?	☐	☐	☐	☒
h)	Place within a 100-year flood hazard area structure which would impede or redirect flood flows?	☐	☐	☐	☒
i)	Expose 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?	☐	☐	☐	☒
j)	Inundation by seiche, tsunami, or mudflow?	☐	☐	☒	☐

SUBSTANTIATION:

a) **Less than Significant Impact.** The Proposed Project includes the construction and operation of a Topgolf Entertainment facility on a 13.31-acre site. The Proposed Project would disturb more than one acre and therefore would be subject to the National Pollutant Discharge Elimination System

(NPDES) permit requirements. The State of California is authorized to administer various aspects of the NPDES. Construction activities covered under the State's General Construction permit include removal of vegetation, grading, excavating, or any other activity that causes the disturbance of one-acre or more. The General Construction permit requires recipients to reduce or eliminate non-storm water discharges into storm water systems, and to develop and implement a SWPPP. The purpose of a SWPPP is to: 1) identify pollutant sources that may affect the quality of discharges of storm water associated with construction activities; and 2) identify, construct and implement storm water pollution control measures to reduce pollutants in storm water discharges from the construction site during and after construction. The Santa Ana RWQCB has issued an area-wide NPDES Storm Water Permit for the County of San Bernardino, the San Bernardino County Flood Control District, and the incorporated cities of San Bernardino County. The County then requires implementation of measures for a project to comply with the area-wide permit requirements. A SWPPP is based on the principles of Best Management Practices (BMPs) to control and abate pollutants. The SWPPP must include (BMPs) to prevent project-related pollutants from impacting surface waters. These would include, but are not limited to, street sweeping of paved roads around the site during construction, and the use of hay bales or sand bags to control erosion during the rainy season. BMPs may also include or require:

- The Project Proponent shall avoid applying materials during periods of rainfall and protect freshly applied materials from runoff until dry.
- All waste to be disposed of in accordance with local, state and federal regulations. The Project Proponent shall contract with a local waste hauler or ensure that waste containers are emptied weekly. Waste containers cannot be washed out on-site.
- All equipment and vehicles to be serviced off-site.

In addition to complying with NPDES requirements, the County also requires the preparation of a Water Quality Management Plan (WQMP). In accordance with the County's requirements, Fuscoe Engineering prepared a Preliminary WQMP for the Proposed Project in March 2019 (available at the County offices for review). The WQMP has identified various BMPs, which shall be implemented by the Proposed Project upon approval of a final WQMP by the County. Mandatory compliance with the Proposed Project's SWPPP and WQMP, in addition to compliance with NPDES Permit requirements, would ensure that all potential pollutants of concern are minimized or otherwise appropriately treated prior to being discharged from the Project Site. Therefore, implementation of the Proposed Project would not violate any water quality standards or waste discharge requirements. No significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

b) **Less than Significant Impact.** As stated by the City's Final 2015 Urban Water Management Plan (UWMP), the Chino Groundwater Basin (Chino Basin) is the City's only source of groundwater. The Chino Basin encompasses about 235 square miles of the upper Santa Ana River watershed and lies within portions of San Bernardino, Riverside, and Los Angeles counties. The Chino Basin has approximately five to seven million acre-feet of water in storage and an estimated one million acre-feet of addition unused storage capacity. The consensus-based organization which is responsible for managing water use and supplies within the Chino Basin is the Chino Basin Watermaster (Watermaster). An Optimum Basin Management Plan (OBMP) is administered by the Chino Basin Watermaster to protect the basin from overproduction. The City is entitled to water rights due to increased water recharge with stormwater and recycled water in accordance with the OBMP. Stormwater recharge credit is assigned based on Operating Safe Yield (OSY) percentage. Recycled water recharge credit is assigned based on wastewater contribution percentage. Based on the year

2035 total recharge of 35,000 acre-feet per year (AFY) (20,000 AFY of recycled water and 15,000 AFY of stormwater), the City would be entitled to approximately 9,600 AFY in the future. As concluded by the UWMP, based on the City's projected increase in additional local supplies (desalter water and recycled water), the City's groundwater storage accounts are projected to continue to grow anywhere from 2,000 AFY to 5,000 AFY, further increasing the City's local resource reliability and reducing dependence on imported water. Furthermore, the Proposed Project is a permitted use within the OS-R zoning designation and therefore water supply needs have been anticipated by the City's Development Code and incorporated into the City's UWMP. No significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

c, d) **Less than Significant Impact.** The WQMP states that the developed condition of the Project Site will have six drainage areas. Drainage Area 1 (DA1) is approximately 157,825 square feet, of which 15,272 square feet will be for landscaped area and 142,553 square feet will be pavement. DA2 is approximately 396,729 square feet. Landscaped areas for the site will be 35,743 square feet. Impervious areas for DA2 will include the roof (28,395 square feet), pavement (55,142 square feet), miniature golf course (72,945 square feet), and driving range (204,504 square feet). DA3 is approximately 91,156 square feet and will remain undeveloped. The perimeter landscaped areas along Fourth Street and Archibald Avenue will be self-treating and will be designated as DA4 (18,222 square feet), DA5 (9,369 square feet), and DA6 (4,215 square feet).

DA1 and DA2 will each include an underground infiltration chamber with a continuous deflective separation (CDS) unit as pretreatment. These drainage areas will eventually drain towards the public storm drain system. DA3 will remain pervious and undeveloped, while DA4, DA5, and DA6 will be self-treated landscaped areas; therefore, low-impact development infiltration BMPs are not required for these drainage areas.

The WQMP calculates the required design capture volume (DCV) for stormwater collected at DA1 and DA2 as 17,112 cubic feet and 43,590 cubic feet, respectively. In accordance with the required DCV, the WQMP states that underground retention volume for DA1 and DA2 is anticipated to be approximately 17,420 cubic feet and 43,772 cubic feet, respectively. As such, implementation of the proposed underground infiltration chamber with CDS unit at DA1 and DA2 is anticipated to achieve a complete on-site retention of the DCV. Additionally, there are no streams or rivers on, or in the vicinity of, the Project Site. With adherence to the WQMP, the Proposed Project is not anticipated to substantially alter 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 substantial erosion, siltation, or flooding on- or off-site. No significant adverse impacts are identified or anticipated, and no mitigation measures are required.

e) **Less than Significant Impact.** Implementation of low-impact development infiltration BMPs as described in Section IX(c, d) above, is anticipated to achieve a complete on-site retention of the DCV. As such, with adherence to the WQMP, the Proposed Project is not anticipated to create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

f) **No Impact.** The Proposed Project does not present any other known conditions that could result in the substantial degradation of water quality. No impacts are identified or are anticipated, and no mitigation measures are required.

g) **No Impact.** The Proposed Project does not include housing. Furthermore, the Project Site is not located within a 100-year flood hazard area; however, the Project Site is located within the 500-year

flood hazard area as demonstrated by Figure 5.9-2, Flood Hazard Area, of The Ontario Plan EIR. Therefore, the Proposed Project will not place any 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. No impacts are identified or are anticipated, and no mitigation measures are required.

h) **No Impact.** As stated in Section IX(g), above, the Project Site is not located within a 100-year flood hazard area, however, the Project Site is located within the 500-year flood hazard area as identified by Figure 5.9-2, Flood Hazard Area, of The Ontario Plan EIR. Therefore, the Proposed Project will not place within a 100-year flood hazard area structures which would impede or redirect flood flows. No impacts are identified or are anticipated, and no mitigation measures are required.

i) **No Impact.** The City's 2018 Hazard Mitigation Plan notes that the only dam in the area is the San Antonio Creek Dam which is located in the City of Upland, approximately seven miles north of the City of Ontario. The primary danger associated with dam failure is the high velocity flooding downstream of the dam and limited warning times for evacuation of inundation zones. As shown in Figure 5.9-2, Flood Hazard Area, of The Ontario Plan EIR, the Project Site is not located in the San Antonio Creek Dam Failure Inundation zone. Therefore, the Proposed Project will not expose people or structures to a significant risk of loss, injury or death involving flooding, including as a result of the failure of a levee or dam. No impacts are identified or are anticipated, and no mitigation measures are required.

j) **Less than Significant Impact.** A seiche is a surface wave created when an inland body of water is shaken, usually by earthquake activity. Seiches could pose inundation hazards due to a wave overtopping a reservoir such as that behind San Antonio Creek Dam, an aboveground reservoir, or percolation basins. As demonstrated in Figure 5.9-2, Flood Hazard Areas, of The Ontario Plan EIR, the Project Site is not located within the City's potential inundation zones and therefore impacts associated with seiche are not anticipated. A mudflow is a type of landslide composed of saturated rock debris and soil with a consistency of wet cement. Mudflows could occur in drainage channels in the City during flash floods but are not expected to pose a substantial hazard in the City outside of drainage channels due to the very gently sloping terrain. The San Bernardino County Flood Control District's Deer Creek Channel is located south of the Project Site. As such, potential mudflow in the vicinity would be directed around the Project Site via the drainage channel. Tsunamis are large waves generated in open bodies of water by fault displacement of major ground movement. Due to the inland location of the Project Site, tsunamis are not considered to be a risk. Therefore, the risk of inundation by seiche, tsunami, or mudflow is considered low. No significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
X.	**LAND USE AND PLANNING** - Will the project:				
a)	Physically divide an established community?	☐	☐	☒	☐
b)	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?	☐	☐	☒	☐
c)	Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

SUBSTANTIATION:

a, b) **No Impact.** The Proposed Project includes the development and operation of a Topgolf Entertainment facility. The Project Site is located near the northern boundary of the City, at the southeast corner of Archibald Avenue and Fourth Street. The Proposed Project is located within the OS-P land use designation as outlined by Exhibit LU-01, Land Use Plan, of the Ontario General Plan. Additionally, the parcels located immediately to the south and east of the Project Site are also designated for OS-P land uses, while parcels located immediately to the west are designated for Medium Density Residential uses, and parcels located immediately to the north are designated for General Industrial land uses in accordance with the City of Rancho Cucamonga General Plan.

The Project Site is located in the City Open Space-Recreation (OS-R) zoning district. The Development Code states that the OS-R zoning district is consistent with, and implements, the OS-P land use designation of the City's General Plan. As demonstrated by Table 5.02-1, Land Use Matrix, of the City's Development Code, golf driving ranges, miniature and pitch-n-put golf courses, and practice ranges are permitted uses within the OS-R, and thereby OS-P, land use zone. As such, the Proposed Project is compatible with the OS-P land use designation and OS-R zoning designation.

The Project Site is located approximately 1.5 miles north of the Ontario International Airport and as demonstrated by Map 2-1, Airport Influence Area, of the ONT ALUCP, the Project Site is within the Airport Influence Area. As such, the Proposed Project would be subject to the land use requirements and standards of the ALUCP. With adherence to the Ontario Development Code and the applicable land use requirements and standards of the ALUCP, the Proposed Project would not physically divide an established community or conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. No significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

c) **No Impact.** The Project Site is not located within the planning area of an adopted Habitat Conservation Plan, Natural Community Plan, or other approved local, regional, or state habitat conservation plan as identified in the CDFW California Regional Conservation Plans Map (October 2017). No impacts are identified or are anticipated, and no mitigation measures are required.

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
XI.	**MINERAL RESOURCES** - Will the project:				
a)	Result in the loss of availability of a known mineral resource that will be of value to the region and the residents of the state?	☐	☐	☒	☐
b)	Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☒	☐

SUBSTANTIATION: *(Check ☒ if project is located within the Mineral Resource Zone Overlay):*

a) **Less than Significant Impact.** Gravel deposits in the alluvial fans of the San Bernardino County valley represent the most significant and widely spread mineral resource in the region. Aggregates are essential ingredients in construction materials such as concrete, plaster and mortar. Construction of the Proposed Project would demand aggregate resources as part of the construction phase. These resources are commercially available in the southern California region without any constraint and no potential for adverse impacts to the natural resources base supporting these materials is forecast to occur over the foreseeable future. The Proposed Project's demand for mineral resources would be minimal and is considered less than significant due to the abundance of available local aggregate resources. No significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

b) **Less than Significant Impact.** The Project Site is located in an area designated as Mineral Resource Zone 2 (MRZ-2) as outlined by Figure 5.11-1, Mineral Resource Zones, of The Ontario Plan EIR. MRZ-2 is defined as areas where adequate information indicates that significant mineral deposits are present or there is a likelihood of their presence, and development should be controlled. Mineral resources in the City are limited to construction aggregates such as sand and gravel, and there are currently no permitted mining operations in the City, according to Section 5.11 of The Ontario Plan EIR. However, the Project Site is located in the OS-R zoning district as outlined by the City's Development Code n and uses such as mining and oil and gas extraction are not permitted within the OS-R zoning district. Furthermore, The Ontario Plan EIR states that the portions of the City that are designated MRZ-2 but are outside of Mineral Resource Sectors are not available for exaction of mineral resources. Therefore, the Proposed Project would not result in the loss of availability of a locally – important mineral resource recovery site. No significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
XII.	**NOISE** - Will the project result in:				
a)	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?	☐	☐	☒	☐
b)	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c)	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d)	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
e)	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, will the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐
f)	For a project within the vicinity of a private airstrip, will the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐

SUBSTANTIATION: *(Check if the project is located in the Noise Hazard Overlay District ☐ or is subject to severe noise levels according to the General Plan Noise Element ☐):*

In March 2019, a Noise and Vibration Impact Report was prepared for the Proposed Project by Parker Environmental Consultants in accordance with the City's General Plan and Municipal Code, as well as the County of San Bernardino Development Code (available at the County offices for review). The findings of the report are summarized herein.

a) **Less than Significant Impact.** The standard unit of sound amplitude measurement is the decibel (dB). The decibel scale is a logarithmic scale that describes the physical intensity of the pressure vibrations that make up any sound. The pitch of the sound is related to the frequency of the pressure vibration. Since the human ear is not equally sensitive to a given sound level at all frequencies, a special frequency-dependent rating scale has been devised to relate noise to human sensitivity. The A-weighted decibel scale ('dBA") provides this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear.

Several rating scales have been developed to analyze the adverse effect of community noise on people. Since environmental noise fluctuates over time, these scales consider that the effect of noise upon people is largely dependent upon the total acoustical energy content of the noise, as well as the time of day when the noise occurs. The following rating scales are utilized in the Noise and Vibration Impact Report:

- L_{eq} – An L_{eq} or equivalent energy noise level, is the average acoustic energy content of noise for a stated period of time. Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating

community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night.

- L_{min} – the minimum instantaneous noise level experienced during a given period of time.
- L_{max} – the maximum instantaneous noise level experienced during a given period of time.
- CNEL – The Community Noise Equivalent Level is a 24-hour average L_{eq} with a 5 dBA "weighting" during the hours of 7:00 PM to 10:00 PM and a 10 dBA "weighting" added to noise during the hours of 10:00 PM to 7:00 AM to account for noise sensitivity in the evening and nighttime, respectively. The logarithmic effect of these additions is that a 60 dBA 24-hour L_{eq} would result in a measurement of 66.7 dBA CNEL.

Noise Measurement Locations and Sensitive Receptors

Noise measurements were conducted by Parker Environmental Consultants on the Project Site on December 4, 2018, between 11:00 AM to 1:00 PM. To assess the existing ambient noise conditions in the area, ambient noise measurements were taken with a Larson Davis 831 sound level meter, which conforms to industry standards set forth in ANSI S1.4-1983 (R2001) – American National Standard Specification for sound Level Meter. The sound level meter was programmed to record the average sound level (L_{eq}) over a period of 15 minutes. Noise levels were monitored at the following four locations:

(A) On the west side of North Archibald Avenue, to the west of the Project Site;

(B) On the north side of Fourth Street, west of North Archibald Avenue;

(C) On the north side of Fourth Street, northeast of the Project Site; and

(D) South of the Project Site, within the Cucamonga-Guasti Regional Park.

In accordance with the noise measurement locations identified in the Noise and Vibration Impact Report, Table 7 below, provides a description of the sensitive receptors located within 500 feet of the Project Site.

Table 7
Sensitive Noise Receptors Surrounding the Property

Receptor	Land Use	Location
1	Multi-family Residential Buildings	West of the Project Site, across North Archibald Avenue
2	Single-family Residential Neighborhood	Northwest of the Project Site, fronting Fourth Street

Source: Noise and Vibration Impact Analysis (March 2019)

Construction Noise

Construction noise impacts were estimated for nearby sensitive receptors, which occur at varying distances form the Project Site. Noise sensitive land uses within 500 feet of the Proposed Project include multi-family residences to the west of the Project Site and a single-family neighborhood to the northwest of the Project Site. Existing cinder block walls located on the respective property lines of

the residential land uses in the project vicinity would provide noise attenuation of 5 dBA or more for the receptors surrounding the Project Site. Exterior construction noise levels at each of the sensitive receptors would reach a maximum of 75 dBA. Combined with the ambient noise levels recorded at each sensitive receptor location, the resulting noise impact level would be 2.9 dBA above the ambient noise level at Receptor No. 1 and 1.0 dBA above the ambient noise level at Receptor No. 2. According to the Fundamental of Sound and Environmental Noise, a noise level increase of 3.0 dBA is barely perceptible to the human ear under normal conditions. Thus, a noise increase of 2.9 dBA would be considered a less than significant impact. Furthermore, based on the provisions set forth in the Ontario Municipal Code (OMC), impact associated with construction-related noise levels would not be considered a significant impact, so long as the construction activities occur between the permissible hour of construction (i.e., 7:00 AM and 6:00 PM during any weekday and between 9:00 AM and 6:00 PM on Saturday or Sunday). As such, temporary construction-related noise impacts would be considered less than significant and in accordance with the OMC. No significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

Operational Noise

The hours of operation for the Proposed Project would be between 9:00 AM and 2:00 AM, daily. The Noise and Vibration Impact Report identified four primary sources of operational noise associated with the Proposed Project which includes noise produced by: 1) outdoor activity; 2) hitting bays; 3) mechanical equipment and heating, ventilation, and air conditioning (HVAC); and 4) project-generated traffic. As noted in the report, the operation of any on-site stationary sources of noise would be required to comply with the OMC noise standards for stationary noise sources, which prohibits noise from exceeding 65 dBA for residential uses between 7:00 AM and 10:00 PM, 45 dBA between 10:00 PM and 7:00 AM for single-family residential uses, or 50 dBA between 10:00 PM to 7:00 AM for multi-family residential uses. The Noise and Vibration Impact Report concludes that the Proposed Project would not produce operational noise from any of the four primary sources that would exceed the thresholds set by the OMC, and therefore, operational-related noise impacts would be considered compliant with the OMC and less than significant. No significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

b) **Less than Significant Impact.** Vibration is sound radiated through the ground. Vibration can result from a source causing the adjacent ground to move and creating vibration waves that propagate through the soil and to the foundations of nearby buildings. This effect is referred to as groundborne vibration. The peak partible velocity (PPV) or the root mean square (RMS) velocity is usually used to describe vibration levels. PPV is defined as the maximum instantaneous peak of the vibration level, while RMS is defined as the square root of the average of the squared amplitude of the level. PPV is typically used for evaluating potential building damage, while RMS velocity in decibels (VdB) is typically more suitable for evaluating human response. For purposes of human perception, the range of interest is from approximately 50 VdB, which is the typical background vibration velocity level, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings, such as historic buildings.

The City does not have a significance threshold to assess vibration impacts during construction and operation. Therefore, the analysis uses the County's Development Code Standards for groundborne vibration impacts. The County's Development Code (Title 8, Development Code; Division 3, Countywide Development Standards, Chapter 83.01, General Performance Standards, Section 83.01.090, Vibration) establishes ground vibration standards; these are referenced in the Noise and Vibration Impact Report.

Construction Vibration

Earthwork activities for the Proposed Project would have the potential to generate low levels of groundborne vibration. The operation of construction equipment generates vibrations that propagate through the ground and diminish in intensity with distance from the source. The nearest sensitive receptors are the multi-family residential buildings located approximately 100 feet to the west of the Project Site. As stated by the Noise and Vibration Impact Report, vibration velocities could range from 0.0004 to 0.011 inches per second PPV at 100 feet from the source activity, depending on the type of construction equipment in use. Thus, the vibration levels for the Proposed Project would be less than the 0.2 inches per second PPV threshold. Furthermore, according to the County's Development Code, noise and vibration sources from temporary construction activities between 7:00 AM and 7:00 PM, except on Sundays and Federal holidays, shall be exempt from the noise regulations in the Development Code. The Proposed Project's construction activities would be limited to the hours between 7:00 AM and 7:00 PM, except Sundays and Federal holidays. As such, the Proposed Project's temporary construction activities would not have a significant vibration impact on the surrounding sensitive receptors. No significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

Operational Vibration

The Proposed Project would include a Topgolf commercial entertainment venue and would not involve the use of stationary equipment that would result in high vibration levels, which are more typical for large commercial and industrial projects. Although groundborne vibration at the Project Site and immediate vicinity may currently result from heavy-duty vehicular travel (e.g., refuse trucks and transit buses) on the public roadways, the proposed land uses at the Project Site would not result in the increased use of these heavy-duty vehicles on the public roadways. While refuse trucks would be used for the removal of solid waste at the Project Site, these trips would typically only occur a few times a week and would not be any different than those presently occurring in the vicinity of the Project Site. As such, vibration impacts associated with operation of the Proposed Project would be less than significant. No significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

c, d) **Less than Significant Impact.** As demonstrated above, the Proposed Project's construction and operational-related noise impacts would result in less than significant impacts. Additionally, the Proposed Project would be required to comply with the City's noise ordinance as well as the with County's Development Code Standards for groundborne vibration impacts. As such, the Proposed Project would not result in a substantial temporary, periodic, or permanent increase in ambient noise levels in the project vicinity above levels existing without the Proposed Project. No significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

e, f) **Less than Significant Impact.** As stated by the Noise and Vibration Impact Report, the Proposed Project is located within the Ontario International Airport Land Use Compatibility Plan "Airport Influence Area". An airport influence area includes the areas in which current or future airport-related safety, noise, airspace protection, or overflight factors may significantly affect land uses or necessitate restrictions on those uses. The nearest public airport to the Project Site is the Ontario International Airport, which is located approximately 1.5 miles south of the Project Site. However, the Project Site is not listed within the Ontario International airport Land Use Compatibility Plan as a "Noise Impact Zone." The Proposed Project would not include any noise-sensitive land uses. As such, the Proposed Project would not expose future employees in the project area to excessive noise levels, and a less than significant impact would occur. No significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
XIII.	**POPULATION AND HOUSING** - Will the project:				
a)	Induce 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)?	☐	☐	☐	☒
b)	Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c)	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

SUBSTANTIATION:

a) **No Impact.** The Proposed Project does not include housing. Furthermore, the Project Proponent has indicated that the Proposed Project is anticipated to generate approximately 400-450 new jobs including 125-150 full-time employees. According to the U.S. Bureau of Labor Statistics, the unemployment rate in the Riverside/San Bernardino/Ontario region as of December 2018 was 4.0%. Based on the availability of a local work force, it is anticipated that the employment generated by the Proposed Project would be filled from the local area. Furthermore, the Proposed Project is a permitted use within the OS-P land use designation and OS-R zoning district, and therefore, would not result in population growth not already anticipated by the City in its General Plan or Development Code and evaluated by The Ontario Plan EIR. As such, implementation of the Proposed Project would not result in significant direct or indirect growth in the area. Therefore, no impacts are identified or are anticipated, and no mitigation measures are required.

b, c) **No Impact.** The Project Site consists of two parcels (APN 0210-181-34 and -45) which are currently vacant. The Proposed Project would therefore not reduce the number of existing housing units, displace people, or necessitate the construction of replacement housing elsewhere. Therefore, no impacts are identified or are anticipated, and no mitigation measures are required.

Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
XIV. PUBLIC SERVICES				
a) Will the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, 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:				
Fire Protection?	☐	☐	☒	☐
Police Protection?	☐	☐	☒	☐
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☐	☒
Other Public Facilities?	☐	☐	☐	☒

SUBSTANTIATION:

a) Fire Protection

Less than Significant Impact. The City Fire Department provides fire protection and safety services to the City. The nearest fire station is Ontario Fire Station #8, 3429 East Shelby Street, located approximately one-mile southeast of the Project Site. The Proposed Project is required to provide a minimum of fire safety and support fire suppression activities, including type and building construction, fire sprinklers, and paved fire access. Furthermore, the Proposed Project is a permitted use within the OS-R zoning designation and therefore would not result in the requirement of fire protection services that is not already anticipated by the Ontario General Plan and evaluated by The Ontario Plan EIR. The Proposed Project is anticipated to receive adequate fire protection services and would not result in the need for new or physically altered fire protection facilities. Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

Police Protection

Less than Significant Impact. The Project Site is located in the service area of the Ontario Police Department. The Ontario Police Department Headquarters is located approximately 3.3 miles south of the Project Site at 2500 South Archibald Avenue and the Ontario Police Department Mills Substation is located approximately 2.3 miles east of the Project Site at 1 Mills Circle. In addition to serving the City, the Ontario Police Department participates in mutual aid agreements with different public agencies to provide an optimum level of service during times of emergency. The Ontario Police Department holds a mutual aid agreement with the San Bernardino County Sheriff Department and various jurisdictions surrounding the City. The Proposed Project is a permitted use within the OS-R zoning district and therefore would not result in the requirement of police protection services that is not already anticipated by the Ontario General Plan and evaluated by The Ontario

Plan EIR. The Proposed Project is anticipated to receive adequate police protection services and would not result in the need for new or physically altered police protection facilities. Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

Schools

No Impact. According to the U.S. Bureau of Labor Statistics, the unemployment rate in the Riverside/San Bernardino/Ontario region as of December 2018 was 4.0%. Based on the availability of a local work force, it is anticipated that the employment generated by the future tenant of the facility would be filled from the local area. As such, the Proposed Project is not expected to draw significant new residents to the region or indirectly generate a substantial number of additional school-aged children; thus, the Proposed Project is not expected to result in the need to provide new or physically altered public school facilities. No impacts are identified or are anticipated, and no mitigation measures are required.

Parks

No Impact. The Proposed Project does not include any type of residential use or other land use that would generate a population that would increase the use of existing neighborhood and regional parks or other recreational facilities in the vicinity. As a permitted use within the OS-P land use zone, the Proposed Project would not result in the impacts that are not already anticipated by the Ontario General Plan and evaluated by The Ontario Plan EIR. Therefore, implementation of the Proposed Project would not result in an increased use or substantial physical deterioration of an existing neighborhood or regional park. No impacts are identified or are anticipated, and no mitigation measures are required.

Other Public Facilities

No Impact. The Proposed Project is not expected to result in demand for other public facilities/services, such as libraries, community recreation centers, and/or animal shelters. As such, implementation of the Proposed Project would not adversely affect other public facilities or require the construction of new or modified facilities. No impacts are identified or are anticipated, and no mitigation measures are required.

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
XV.	**RECREATION**				
a)	Will the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility will occur or be accelerated?	☐	☐	☐	☒
b)	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☒	☐

SUBSTANTIATION:

a) **No Impact.** Implementation of the Proposed Project does not include the development of residential or other land uses that would cause a substantial increase in the use of existing neighborhood and regional parks or other recreational facilities. To the contrary, the Topgolf Entertainment facility will provide an additional recreational facility in the area. Substantial physical deterioration of existing local recreational facilities is not anticipated as a result of the Proposed Project. No significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

b) **Less than Significant Impact.** The Proposed Project includes the construction and operation of a Topgolf Entertainment facility. This Initial Study includes the review of a proposed recreational facility and analyzes the construction and operational impacts of the Project. All identified impacts of the Proposed Project can be mitigated to a less than significant level with implementation of mitigation measures as discussed and provided in this Initial Study. Therefore, with adherence to the Ontario Development Code, as well implementation of the project-specific Mitigation Measures and Conditions of Approval provided in this Initial Study, the Proposed Project is not anticipated to have an adverse physical effect on the environment. No significant adverse impacts are identified or are anticipated, and no additional mitigation measures are required.

Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
XVI. TRANSPORTATION/TRAFFIC – Will the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and greenways, pedestrian and bicycle paths, and mass transit.	☐	☒	☐	☐
b) Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways.	☐	☐	☒	☐
c) Result 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?	☐	☐	☒	☐
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
e) Result in inadequate emergency access?	☐	☐	☐	☒
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	☒

SUBSTANTIATION:

In March 2019, a Traffic Impact Study (TIS) was prepared for the Proposed Project by Gibson Transportation Consulting, Inc. in accordance with the City of Ontario, City of Rancho Cucamonga, the 2016 San Bernardino Congestion Management Program, and the California Department of Transportation traffic study guidelines (available at the County offices for review). The findings of the report are summarized herein.

a) **Less than Significant Impact with Mitigation Incorporated.** The Proposed Project's trip generation was estimated using rates published in the Institute of Transportation Engineers Trip Generation Handbook 10th Edition and calculated based on a transportation study done for Topgolf Roseville. Trip credits were applied, as allowed by the City, for internal capture. The Proposed Project was estimated to produce 1,048 daily trips with 33 total trips occurring during the morning peak hour, 108 total trips occurring during the afternoon peak hour, and 317 total trips occurring during the Saturday peak hour.

The TIS evaluated the potential for impacts caused by the Proposed Project's trips on the street system surrounding the Project Site by analyzing consistency with the 2016 San Bernardino County Congestion Management Program (CMP) prepared by the San Bernardino Associated Governments and adhering to the traffic impact requirements of the City of Ontario's Public Works Department (OPWD), City of Rancho Cucamonga, County of San Bernardino, and California Department of Transportation (Caltrans). As part of the TIS, a total of 12 signalized intersections (see Table 8) in the vicinity of the Project Site were analyzed for the following traffic conditions:

- Existing Conditions (Year 2018)
- Existing with Project Conditions (Year 2018)
- Future without Project Conditions (Year 2020)
- Future with Project Conditions (Year 2020)
- Future without Project Conditions (Year 2040)
- Future with Project Conditions (Year 2040)
- Future with Project with Mitigation Conditions (Year 2040)
- Ontario Plan Conditions

Table 8
List of Analyzed Intersections

No.	Intersection	Jurisdiction
1	Archibald Avenue & Sixth Street	City of Rancho Cucamonga
2	North Vineyard Avenue & Fourth Street	City of Ontario
3*	Archibald Avenue & Fourth Street	City of Rancho Cucamonga/Ontario
4	Turner Avenue & Fourth Street	City of Rancho Cucamonga/Ontario
5*	Haven Avenue & Fourth Street	City of Rancho Cucamonga/Ontario
6	North Vineyard Avenue & Inland Empire Boulevard	City of Ontario
7	North Archibald Avenue & Inland Empire Boulevard	City of Ontario
8	Turner Avenue & Inland Empire Boulevard	City of Ontario
9	North Haven Avenue & Inland Empire Boulevard	City of Ontario
10	North Vineyard Avenue & I-10 westbound ramps	City of Ontario/Caltrans
11	North Vineyard Avenue & I-10 eastbound ramps	City of Ontario/Caltrans
12*	North Archibald Avenue & I-10 eastbound and westbound ramps	City of Ontario/Caltrans

Source: Traffic Impact Study (March 2019)
* Represents San Bernardino County CMP Intersection

Based on the analysis conducted by the TIS, Intersection #6 would be significantly impacted during the afternoon peak hour in Future with Project Conditions (Year 2020) and both morning and afternoon peak hours in Future with Project Conditions (Year 2040), and Intersection #11 would be significantly impacted during both morning and afternoon peak hours in Future with Project Conditions (Year 2020) and Future with Project Conditions (Year 2040). Physical mitigation improvements based on improvements proposed in 2015 for another project in the vicinity, described in the TIS as the Meredith International Center, were applied to the two impacted intersections. Physical improvements at Intersection #6 consist of the realignment of Vineyard Avenue to three northbound through lanes, an exclusive northbound right-turn lane,

three southbound through lanes and two southbound exclusive left-turn lanes. The westbound approach consists of two left-turn lanes and an exclusive right-turn lane with overlap phasing. Physical improvements for Intersection #11 consist of the realignment of Vineyard Avenue to three northbound through lanes, two exclusive northbound right-turn lanes, two southbound through lanes, and two exclusive southbound left-turn lanes. The two intersections would no longer be significantly impacted with the implementation of these physical improvements described above.

As concluded by the TIS, the mitigation costs of a direct impact caused by a specific project should be borne by that project. However, in this case, the mitigation cost would be shared by both the Meredith International Center and the Proposed Project. Both projects should share in the cost of implementing operational and physical mitigation measures. The Intersection #6 improvement cost is estimated to be $250,000 and the Intersection #11 improvement cost is estimated to be $200,000. As noted in the TIS, a common way to allocate improvement costs is to proportion the costs based on the number of afternoon peak hour trips (typically the period with the highest number of trips) generated by a project. The afternoon peak hour trips generated at Intersection #6 by the Proposed Project represents approximately 1% of the total future traffic growth at the intersection, while the afternoon peak hour trips generated by the Proposed Project at Intersection #11 represents approximately 0.6% of the total future traffic growth at the intersection. Therefore, based on the Proposed Project's fair-share contribution to the anticipated impacts at Intersections #6 and #11, the following mitigation measures are proposed to reduce impacts to a less than significant level:

Mitigation Measure TRA-1:

The Project Proponent shall make a $2,500 fair-share contribution to the City of Ontario for improvements at Intersection #6.

Mitigation Measure TRA-2:

The Project Proponent shall make a $1,200 fair-share contribution to the City of Ontratio for improvements at Intersection #11.

With Mitigation Measures TRA-1 and TRA-2, the Proposed Project would not conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system.

b) **Less than Significant Impact.** As stated in Section XVI(a), the TIS evaluated the potential for impacts caused by the Proposed Project on the street system surrounding the Project Site by analyzing consistency with the 2016 San Bernardino County CMP and adhering to the traffic impact requirements of the City of Ontario, City of Rancho Cucamonga, and Caltrans. In accordance with the CMP and Caltrans guidelines, the TIS analyzed the Proposed Project's traffic impacts on four mainline freeway segments within the vicinity, as demonstrated in Table 9.

The CMP requires that a traffic impact analysis be performed for all CMP mainline freeway segments where a project would add 100 or more trips (in either direction) during the weekday morning or afternoon peak hours. A detailed analysis is not required in the project adds fewer than 100 trips to a mainline freeway monitoring location (in either direction) during either the weekday morning or afternoon peak hour. As shown in the TIS, none of the four mainline freeway segments would add 100 or more trips (in either direction) during the morning or afternoon peak

hours. Therefore, a detailed CMP analysis is not required. As such, the Proposed Project would not conflict with an applicable CMP. No significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

Table 9
Analyzed Caltrans Facilities

Freeway Mainline Segments	
ID	**Location**
FS-1	I-10 between Fourth Street and Vineyard Avenue
FS-2	I-10 between Vineyard Avenue and Archibald Avenue
FS-3	I-10 between Archibald Avenue and Haven Avenue
FS-4	I-10 between Haven Avenue and Milliken Avenue

Source: Traffic Impact Study (March 2019)

c) **Less than Significant Impact.** The Project Site is located approximately 1.5 miles north of the Ontario International Airport and as demonstrated by Map 2-1, Airport Influence Area, of the ONT ALUCP, the Project Site is within the Airport Influence Area.

As described in Section VII(e) above, the Project Proponent has submitted notification of the proposed development to the Federal Aviation Administration (FAA), as required by the provision of Federal Aviation Regulations (FAR) Part 77, Subpart B, and by the California Public Utilities Code, Sections 21658 and 21659. The FAA conducted an "aeronautical study" of the safety netting system and determined that the netting structure exceeded obstruction standards, but would not be a hazard to air navigation provided that the structure be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, red lights-Chapters 4,5(Red),&12. A copy of the completed FAR Part 77 notification form submitted to the FAA and the resulting FAA aeronautical study findings shall be supplied to the City and the County by the Project Proponent. Because the FAA study findings determined no impact to the Ontario International Airport, the Proposed Project would not be anticipated to result in a change to air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks. No significant adverse impacts are identified or are anticipated, and no mitigation measures are required for CEQA compliance

d) **No Impact.** The Proposed Project is not anticipated to create substantial hazards due to a design feature or incompatible uses. Access to the Project Site would be provided via three full-access driveways, two on North Archibald Avenue and one on Fourth Street. Any driveway modifications would be designed to the City's standards under the review of City staff. As such, the Proposed Project is not anticipated to substantially increase hazards due to a design feature or incompatible uses. No impacts are identified or are anticipated, and no mitigation measures are required.

e) **No Impact.** Emergency access to the Project Site would be provided via three full-access driveways, two on North Archibald Avenue and one on Fourth Street. As stated in Section XVI(d), any driveway modifications would be designed to the City's standards under the review of City staff. As such, the Proposed Project would not result in inadequate emergency access. No impacts are identified or are anticipated, and no mitigation measures are required.

f) **No Impact.** As demonstrated by the Multipurpose Trails & Bikeway Corridor, M2-1 of the City's General Plan: Mobility Element, the existing bicycle system in the vicinity consists of a limited coverage of bicycle lanes (Class II) and bicycle routes (Class III). Within the vicinity of the Project

Site, Inland Empire Boulevard, Archibald Avenue, and 6th Street are marked as Class II Bike Lanes, while Vineyard Avenue is designated as a Class III bike lane south of Inland Empire Boulevard within the vicinity. Additionally, the TIS states that the sidewalks that serve as routes to the Project Site provide proper connectivity and adequate widths for a comfortable and safe pedestrian environment. The sidewalks provide connectivity to pedestrian crossings at intersections within the vicinity. Striped crosswalks are provided at all legs of the signalized study intersections. Pedestrian access would be provided on North Archibald Avenue and Fourth Street near the eastern edge of the Project Site. It would be completely separated from any vehicular access point and, therefore, no pedestrian impacts would occur. As such, the Proposed Project would not result in a conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities or otherwise decrease the performance or safety of such facilities, and no mitigation measures are required.

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
XVII.	**TRIBAL CULTURAL RESOURCES**				
	Would the project cause a substantial adverse change in the significance of a tribal cultural resources, as defined in the Public Resources Code section 21074 as either a site, feature, place, or cultural landscape that is geographically defined in terms of the size scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is?				
a)	Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources code section 5020.1(k), or	☐	☒	☐	☐
b)	A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☒	☐

SUBSTANTIATION:

a) **Less than Significant Impact with Mitigation Incorporated.** California Assembly Bill 52 (AB52) was approved by Governor Brown on September 25, 2014. AB52 specifies that CEQA projects with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource may have a significant effect on the environment. As such, the bill requires lead agency consultation with California Native American tribes traditionally and culturally affiliated with the geographic area of a proposed project, if the tribe requested to the lead agency, in writing, to be informed of proposed projects in that geographic area. The legislation further requires that the tribe-requested consultation be completed prior to determining whether a negative declaration, mitigated negative declaration, or environmental impact report is required for a project.

McKenna et al. prepared a Phase I Cultural Resources Investigation in December 2018 and concluded that the Project Site has a potential to yield buried resources and should be considered sensitive for such resources. As such, the possibility of discovering of discovering a significant unanticipated find remains and therefore Mitigation Measure CR-1 and Mitigation Measure CR-2, as listed in Section V(a, b) above, shall be implemented to ensure that less than significant impacts occur. No additional mitigation measures are required.

b) **Less than Significant.** McKenna et al. initiated Native American Consultation through communication with the Native American Heritage Commission (NAHC). The NAHC Native American Contacts List includes the Gabrieleno Band of Mission Indians – Kizh Nation, the Gabrieleno/Tongva San Gabriel Band of Mission Indians, and the Gabrielino/Tongva Nation. As of the date of writing this Initial Study (April 4,, 2019), the Commission has yet to provide a response. The County, serving as the Lead Agency, is responsible for conducting government-to-government consultation with local tribes as requested per AB52. Tribes' requests for additional project information, coordination, or consultation with the Lead Agency, and/or Native American monitoring,

shall be acknowledged through implementation of appropriate Conditions of Approval, at the County's discretion.

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
XVIII.	**UTILITIES AND SERVICE SYSTEMS -** Will the project:				
a)	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐
b)	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
c)	Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
d)	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded, entitlements needed?	☐	☐	☒	☐
e)	Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
f)	Be served by a landfill(s) with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
g)	Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐

SUBSTANTIATION:

a, e) **Less than Significant Impact.** The Project Site is located in northern portion of the City, which is referred to in various City planning documents as the Old Model Colony; the southern portion of the City is referred to as the New Model Colony. In April 2012, the City of Ontario Old Model Colony and New Model Colony Sewer Master Plan Update was prepared in accordance with the Santa Ana Regional Water Quality Control Board (RWQCB) and Statewide General Waste Discharge Requirements (WDR) for sanitary systems. As stated by the Sewer Master Plan Update, the City's existing sewer collection system in the Old Model Colony is made up of a network of gravity sewers, pump stations, and force mains. The majority of the local sewers tie directly into one of the Inland Empire Utilities Agency (IEUA) trunk sewers crossing through the City. The sewage is then transported to IEUA's Regional Plant No. 1 (RP-1) and RP-5 for treatment. The ultimate treatment capacity of RP-1 is 44 million gallons per day (MGD) while the ultimate treatment capacity for RP-5 is 60 MGD. The ultimate sewer collection system will include service to New Model Colony. Based on existing rates and the contribution of the anticipated densification in land use and population per the City's General Plan and the assumption that the area will be fully built out, the ultimate average daily sewage generation for Old Model Colony and New Model

Colony is estimated at 45.03 MGD. As such, the Sewer Master Plan Update demonstrates that sufficient sewer system infrastructure and treatment capacity exists to serve buildout of both the Old Model Colony and New Model Colony. Given that the Proposed Project is a permitted use within the OS-R zone, the Proposed Project would be served by wastewater collection and treatment facilities with adequate planned capacity. The Proposed Project would comply with the wastewater treatment requirements of the Santa Ana RWQCB, and the wastewater treatment provider has adequate capacity to serve the Proposed Project. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

b) **Less than Significant Impact.**

Water Facilities

As demonstrated in the City's 2012 Water Master Plan (WMP) Figure 1-2, Existing Water System, the active wells closest to the Project Site are wells 41 and 38, which are located approximately 0.5-mile northwest and southeast of the Project Site, respectively. Additionally, as shown in Figure 1-2, the Project Site is located within the 1212 Pressure Zone. The 1212 Zone, which covers about 38 percent of the existing water service area, is the largest pressure zone in the system. Figure 1-2 shows that existing 1212 Pressure Zone pipes are located adjacent to the Project Site to the north and west, within Fourth Street and Archibald Avenue, respectively. The Proposed Project would be connected to the existing 1212 Pressure Zone pipe. The Project Proponent shall pay all connection and meter fees to the Ontario Municipal Utilities Company (OMUC) and adhere to the OMUC's requirements for ensuring that the appropriate connections are made to the existing main. The Proposed Project is a permitted use within the OS-R zone and therefore water facilities demands have been anticipated by the Ontario General Plan and evaluated by the 2012 WMP. Therefore, the Proposed Project is not anticipated to require or result in the construction of new water treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects. As such, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

Wastewater Treatment Facilities

As discussed in Section XVIII(a), above, the Sewer Master Plan Update demonstrates that sufficient sewer system infrastructure and wastewater treatment capacity exists to serve the Proposed Project. Therefore, the Proposed Project would not require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. As such, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

c) **Less than Significant Impact.** As stated in Section IX(c, d) above, implementation of low-impact development infiltration BMPs is anticipated to achieve a complete on-site retention of the design capture volume. As such, with adherence to the WQMP, the Proposed Project would not require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

d) **Less than Significant Impact.** As shown in Figure 3-1, Regional Location Map, of the City's 2015 Urban Water Management Plan (UWMP), the Project Site is located within the Ontario Water Service Area. As stated in the UWMP, the City utilizes drinking water produced from groundwater and water purchased from **Water** Facilities Authority (WFA), Chino Basin Desalter Authority (CDA,

and the San Antonio Water Company and has purchased recycled water from IEUA. The UWMP states that the City will increase its total water supply from 33,802 AF of water delivered in 2015 to 73,640 AFY in 2040. Additionally, the UWMP provides a supply reliability analysis that includes future supply and demand comparisons for the service area. As shown in UWMP Table 7-4, Multiple Dry Years Supply and Demand Comparison, the projected 2040 multiple dry year water supply is 73,640 AF while the projected 2040 multiple dry year water demand is approximately 58,912 AF. The UWMP is based on land use and population project in the City's General Plan documents. As provided by the Project Proponent, the proposed Topgolf Entertainment facility is anticipated to require an average of 4.7 AF of water per year. 4.7 AF of water per year is approximately 0.001 percent of the anticipated multiple dry year water supply in 2040. Therefore, the City can expect to meet future demands through 2040 for all climatologic classifications and including the Proposed Project. Less than significant adverse impacts are identified, and no mitigation measures are required.

f) **Less than Significant Impact.** As stated by The Ontario Plan EIR, the City provides its own solid waste hauling service within the City. Business refuse, green waste, and recycling from Ontario are sent to the West Valley Materials Recovery Facility (MRF) in Fontana for processing, recycling, or landfilling. The MRF is operated by West Valley Recycling and Transfer and is under the administration of the County's Department of Public Health. Most refuse is transported from the MRF to El Sobrante Landfill in the City of Corona, however, other landfills in the region are also available to the MRF. El Sobrante Landfill (33-AA-0217) has a maximum throughput of 16,054 tons per day. It has a current expected operational life through 2051 and a remaining capacity of 145,530,000 tons, as reported in April 2009. According to CalRecycle's Estimated Solid Waste Generation Rates, "Other Services" land uses are estimated to generate approximately 3.12 pounds of solid waste per 100 square feet per day. Therefore, the proposed 67,521 square-foot Topgolf Entertainment facility would generate approximately 1.1 tons of solid waste per day, or approximately 0.007 percent of the maximum permitted throughput at the El Sobrante Landfill. The Proposed Project's contribution of solid waste would not substantially alter existing or future solid waste generation patterns or disposal services. Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

g) **Less than Significant Impact.** The proposed development would be consistent with solid waste standards outlined within the Ontario Solid Waste Department's Refuse and Recycling Planning Manual as well as the provisions of AB 341 (Commercial Recycling) and AB 1826 (Commercial Organics Recycling), which are implemented by the City in conjunction with the California Department of Resources Recycling and Recovery. The Proposed Project would comply with all federal, state, and local statutes and regulations related to solid waste, including the Solid Waste Reuse and Recycling Access Act of 1991. The act requires that adequate areas be provided for collecting and loading recyclable materials, such as paper products, glass, and other recyclables. The Proposed Project does not propose any activities that would conflict with the applicable programmatic requirements. Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
XIV.	**MANDATORY FINDINGS OF SIGNIFICANCE:**				
a)	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐
b)	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☒	☐
c)	Does the project have environmental effects, which would cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

SUBSTANTIATION:

a) **Less than Significant Impact.** With implementation of Mitigation Measures BIO-1, BIO-2, CR-1, CR-2, and CR-3, the Proposed Project is not anticipated to have the potential to significantly degrade the overall quality of the environment, or substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population or drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate known important examples of the major periods of California history or prehistory. No significant adverse impacts are identified or are anticipated, and no additional mitigation measures regarding biological resources and historical/cultural resources are required.

b) **Less than Significant Impact.** Development of the Proposed Project in conjunction with other development projects within the Project vicinity would result in an increase in construction and operational emissions in the already urbanized area of the City of Ontario. The SCAQMD recommends that a project's potential contribution to cumulative impacts should be assessed utilizing the same significance criteria as those for project specific impacts. Therefore, according to the SCAQMD, individual development projects that generate construction or operational emissions that exceed the SCAQMD recommended daily thresholds for project-specific impacts would also cause a cumulatively considerable increase in emissions for those pollutants for which the Basin is in nonattainment. Thus, as discussed above, because the construction-related and operational daily emissions associated with Proposed Project would not exceed the SCAQMD's recommended thresholds, the emissions generated by the Proposed Project would not be cumulatively considerable.

The GHG analysis summarized in this Initial Study, analyzes whether the Proposed Project's impact would be cumulatively considerable using a plan-based approach (and quantitative and qualitative analysis) to determine the Proposed Project's contributing effect on climate change. The Proposed Project would not exceed the 3,000 MTCO2e/year screening threshold and would be consistent with

all applicable local ordinances, regulations, and policies that have been adopted in furtherance of the state and City's goals of reducing GHG emissions. Thus, the Proposed Project would not make a cumulatively considerable contribution to GHG emissions, and impacts would be less than significant.

Estimates of future traffic conditions both with and without the Project, representing cumulative impacts. The existing traffic volumes were factored by an annual ambient growth rate of one percent per year to approximate regional growth and development for Year 2020 conditions and two percent per year for Year 2040 conditions at Ontario Plan Buildout. The growth factor accounts for increases in traffic due to potential projects not yet proposed or projects outside the Study Area. The TIA prepared for the Project considered future conditions and the potential cumulative traffic impacts and with mitigation measures found that the Project would not result in any significant cumulative impact to traffic.

For purposes of analyzing the Proposed Project's cumulative traffic noise impacts, the roadway noise
levels were modeled using the Federal Highway Administration Highway Noise Prediction Model (FHWA-RD-77-108). As concluded in the noise analysis, the Proposed Project and related projects' contribution to future cumulative noise levels would result in a maximum increase of 1.37 dBA CNEL (on Archibald Avenue, between 4th Street and Inland Empire Boulevard) and thus would not exceed the 5-dBA CNEL threshold of significance at any of the study street segments. The remaining street intersections analyzed would all experience an increase of 1.07 dBA CNEL increase or less. Thus, the Proposed Project's mobile noise impacts would not exceed the 3-dBA CNEL threshold, and the Proposed Project's cumulative mobile source noise impact would be less than significant.

Based on technical reported prepared for the Proposed Project and the analysis presented in this Initial Study, the Proposed Project would not have impacts that are considered individually limited, but cumulatively considerable. The location of planned and/or foreseeable future projects in the area to which this Proposed Project could add cumulative impacts have either existing or planned infrastructure that is sufficient for all planned uses without generating any cumulatively significant impacts. No significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

c) **Less Than Significant Impact.** The incorporation of design measures, development requirements, standards, policies, and guidelines included in the City's General Plan and County's General Plan as well as Mitigation Measures BIO-1, BIO-2, CR-1, CR-2, CR-3, TRA-1, and TRA-2 would ensure that the Proposed Project would not have substantial adverse effects on human beings, either directly or indirectly, on an individual or cumulative basis. Potential impacts have been thoroughly evaluated and mitigated appropriately to reduce individual and cumulative impacts to less than significant. No significant adverse impacts are identified or anticipated, and no additional mitigation measures are required.

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