

Summary Form for Electronic Document Submittal

Form F

Lead agencies may include 15 hardcopies of this document when submitting electronic copies of Environmental Impact Reports, Negative Declarations, Mitigated Negative Declarations, or Notices of Preparation to the State Clearinghouse (SCH). The SCH also accepts other summaries, such as EIR Executive Summaries prepared pursuant to CEQA Guidelines Section 15123. Please include one copy of the Notice of Completion Form (NOC) with your submission and attach the summary to each electronic copy of the document.

SCH #: 2021010318

Project Title: South Ontario Logistics Center Specific Plan

Lead Agency: City of Ontario

Contact Name: Alexis Vaughn

Email: AVaughn@ontarioca.gov Phone Number: (909) 395-2416

Project Location: Ontario San Bernardino
City *County*

Project Description (Proposed actions, location, and/or consequences).

The South Ontario Logistics Center Specific Plan Project consists of a Plan General Amendment (GPA), Specific Plan, Development Plan, Tentative Parcel Map(s), and a Development Agreement to allow for a business park and industrial development on 23 parcels covering 219.39 acres in the City of Ontario. The City of Ontario is located approximately 40 miles east of downtown Los Angeles, 20 miles west of downtown San Bernardino, and 30 miles east from the Orange County line. Regional access to the Project site is provided by State Route 83 (SR-83; Euclid Avenue), which connects to State Route 60 (SR-60) and Interstate 10 (I-10) to the north, as well as by Interstate 15 (I-15) approximately 5.5 miles to the east and State Route 71 (SR-71) approximately 3 miles to the southwest. SR-71 connects the Project to State Route 91 (SR-91) in Riverside County. The Project site is located in the southwestern portion of Ontario, immediately north of the City of Chino in San Bernardino County, bound by Eucalyptus Avenue to the north, Campus Avenue to the west, Merrill Avenue to the south, and Grove Avenue to the east. The development of the Project proposes eight warehouse buildings, totaling a maximum development of 5,333,518 square feet of warehouse and office uses.

Identify the project's significant or potentially significant effects and briefly describe any proposed mitigation measures that would reduce or avoid that effect.

See attachment.

If applicable, describe any of the project's areas of controversy known to the Lead Agency, including issues raised by agencies and the public.

The following areas of controversy were raised through the scoping process conducted in association with circulation of the Notice of Preparation and are characterized more as "issue of concern" than "areas of controversy."

- Adverse air quality impacts from both construction and operation of the Project
- Increase in dwelling unit density over existing City general plan land use designation
- Grading and impacts to scenic resources to accommodate development of the Project
- Compatibility with neighboring land uses
- Traffic impacts in other jurisdictions
- Impacts to biological resources
- Impact to cultural resources
- Hydrology/flooding and transportation/traffic issue as they pertain to the State Highway System
- Preservation in open space and agricultural land

Provide a list of the responsible or trustee agencies for the project.

- City of Ontario
- San Bernardino County
- City of Chino
- Caltrans
- Santa Ana Regional Water Quality Control Board
- Inland Empire Utilities Agency
- Federal Aviation Administration
- State Water Resources Control Board
- South Coast Air Quality Management District

Summary of Significant Impacts and Proposed Mitigation Measures

Resource Impact	Level of Significance	Mitigation Measure(s)
4.1 AGRICULTURE AND FORESTRY RESOURCES		
Impact 4.1-1: Would the project 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?	Significant and Unavoidable	<p>Feasible mitigation measures are proposed to lessen the severity of impacts; however, the residual significance of this impact would be significant and unavoidable.</p> <p>MM AG-1 Deed disclosure – In order to reduce conflicts issued between sensitive receptors and agricultural uses, all property owners in the South Ontario Logistics Center Specific Plan shall be provided with a deed disclosure or similar notice approved by the City Attorney regarding the proximity and nature of neighboring agricultural uses. This disclosure shall be applied at the tentative map stage to the affected properties, or otherwise prior to finalizing the sale or rental agreement of any property. The written disclosure shall be supplied to the property purchaser or renter by the vendor or vendor's agent. The content and text of the disclosure shall be approved by the City Attorney and shall include language to inform new residents that existing agricultural uses may create nuisances such as flies, odors, dust, night-light, and chemical spraying.</p>
Impact 4.1-2: Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?	Significant and Unavoidable	<p>Feasible mitigation measures are proposed to lessen the severity of impacts; however, the residual significance of this impact would be significant and unavoidable.</p> <p>Refer to MM AG-1.</p>
Impact 4.1-5: Would the project 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?	Significant and Unavoidable	<p>Feasible mitigation measures are proposed to lessen the severity of impacts; however, the residual significance of this impact would be significant and unavoidable.</p>
4.2 AIR QUALITY		
Impact 4.2-1: Would the Project conflict with or obstruct implementation of the applicable air quality plan?	Significant and Unavoidable	<p>Feasible mitigation measures are proposed to lessen the severity of impacts; however, the residual significance of this impact would be significant and unavoidable.</p> <p>MM AQ-1 The Project shall utilize "Super-Compliant" low VOC paints which have been reformulated to exceed the regulatory VOC limits (i.e., have a lower VOC content than what is required) put forth by SCAQMD's Rule 1113 for all architectural coatings. Super-Compliant low VOC paints shall be no more than 10g/L of VOC. Prior to issuance of a building permit, the Ontario Building Department shall confirm that plans specify that all architectural coatings will be super-compliant low VOC paints.</p> <p>MM AQ-2 Only electric-powered/zero emissions off-road equipment (e.g., yard trucks/hostlers, forklifts, indoor material handling equipment, etc.) shall be utilized on-site for daily warehouse and business operations. The project developer/facility owner shall disclose this requirement to all tenants/business entities prior to the signing of any lease agreement. In addition, the limitation to use only electric-powered/zero emissions off-road equipment shall be included in all leasing agreements.</p> <p>Prior to issuance of a Business License for a new tenant/business entity, the project developer/facility owner and tenant/business entity shall provide to the City of Ontario Planning Department and Business License Department a signed document (verification document) noting that the project development/facility owner has disclosed to the tenant/business entity the requirement to use only electric-powered/zero emissions equipment for daily operations. This verification document shall be signed by authorized agents for the project developer/facility owner and tenant/business entities. In addition, if applicable, the tenant/business entity shall provide documentation (e.g., purchase or rental agreement) to the City of Ontario Planning Department and Business License Department to verify, to the City's satisfaction, that any off-road equipment utilized will be electric-powered/produce zero emissions.</p> <p>MM AQ-3 All truck/dock bays that serve cold storage facilities within the proposed buildings shall be electrified to facilitate plug-in capability and support use of electric standby and/or hybrid electric transport refrigeration units. All site and architectural plans submitted to the City of Ontario Planning Department shall note all</p>

Resource Impact	Level of Significance	Mitigation Measure(s)
		<p>the truck/dock bays designated for electrification. Prior to the issuance of a Certificate of Occupancy, the City of Ontario Building Department shall verify electrification of the designated truck/dock bays.</p> <p>MM AQ-4 Prior to issuance of occupancy permits, the Project operator shall prepare and submit a Transportation Demand Management (TDM) program detailing strategies that would reduce the use of single occupant vehicles by employees by increasing the number of trips by walking, bicycle, carpool, vanpool and transit. The TDM shall include, but is not limited to the following:</p> <ul style="list-style-type: none"> ▪ Provide a transportation information center and on-site TDM coordinator to educate residents, employers, employees, and visitors of surrounding transportation options; ▪ Promote bicycling and walking through design features such as showers for employees, self-service bicycle repair area, etc. around the project site. ▪ Provide on-site car share amenities for employees who make only occasional use of a vehicle, as well as others who would like occasional access to a vehicle of a different type than they use day-to-day; ▪ Promote and support carpool/vanpool/rideshare use through parking incentives and administrative support, such as ride-matching service; and ▪ Incorporate incentives for using alternative travel modes, such as preferential load/unload areas or convenient designated parking spaces for carpool/vanpool users. <p>MM AQ-5 All truck access gates and loading docks within the project site shall have a sign posted that states:</p> <ul style="list-style-type: none"> ▪ Truck drivers shall turn off engines when not in use ▪ Truck drivers shall shut down the engine after five minutes of continuous idling operation once the vehicle is stopped, the transmission is set to "neutral" or "park," and the parking brake is engaged. <p>Telephone numbers of the building facilities manager and CARB to report Violations.</p>
<p>Impact 4.2-2: Would the Project result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable state or federal ambient air quality standard?</p>	<p>Significant and Unavoidable</p>	<p>Feasible mitigation measures are proposed to lessen the severity of impacts; however, the residual significance of this impact would be significant and unavoidable.</p> <p>Refer to MM AQ-1 through MM AQ-5 above.</p>
<p>4.4 CULTURAL RESOURCES</p>		
<p>Impact 4.4-1: Would the Project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?</p>	<p>Significant and Unavoidable</p>	<p>Feasible mitigation measures are proposed to lessen the severity of impacts; however, the residual significance of this impact would be significant and unavoidable.</p> <p>MM CUL-1 Prior to issuance of a building grading permit, every effort shall be made to relocate buildings. The buildings shall be offered at no cost for those who can relocate off-site. Advertisements notifying the public of the opportunity to relocate the buildings shall be placed for a minimum of 45 days: on-site with temporary signage, in at least 3 local publications (newspapers, magazines, local organization newsletters), and on local bulletin boards (realtor's offices, local business). Applicant shall notify a minimum of 3 non-profit heritage organizations in writing of the building.</p> <p>MM CUL-2 Full documentation, including as-built drawing of elevations, architectural details, floor plan and site plan, and photographs following HABS standards, of the historic resource shall be submitted to the Planning Department for review and approval and subsequent release to the Ovitt Family Community Library, Model Colony History Room prior to issuance of demolition building permit. One archival and one non-archival copy submitted to the Planning Department is required.</p> <p>MM CUL-3 A mitigation fee pursuant to Section 7.01.030 of the Ontario Development Code shall be paid to the Planning Department prior to issuance of any building permit. The mitigation fee is equal to 10% (moderate) or 20% (high) of the price per square foot construction cost as established in the most current ICC Building Valuation Data. The applicable percentage is determined by the level of integrity of the resource. The fee amount will be provided by the Planning Department at the time of payment.</p> <p>MM CUL-4 A determination whether items within or on the resource should be salvaged shall be made by the Planning Department. The applicant shall be responsible for the removal, relocation and donation of such items selected for salvaging. An inventory of salvaged items shall be provided by the applicant to the</p>

Resource Impact	Level of Significance	Mitigation Measure(s)
		<p>Planning Department prior to be to issuance of demolition permit.</p> <p>MM CUL-5 Develop a historic context report for significant persons in the dairy farm industry such as the Borba family.</p>
4.6 GREENHOUSE GASES		
<p>Impact 4.6-1: Would the Project generate GHG emissions, either directly or indirectly, that could have a significant impact on the environment?</p>	<p>Significant and Unavoidable</p>	<p>Feasible mitigation measures are proposed to lessen the severity of impacts; however, the residual significance of this impact would be significant and unavoidable.</p> <p>Refer to MM AQ-2 through MM AQ-5 above.</p> <p>MM GHG-1 Project development proposals with building permit applications on file with the City prior to approval and adoption of updates to the December 16, 2014 CAP shall implement Screening Table Measures that achieve at least 100 points per the Screening Tables. The City shall verify that Screening Table Measures achieving the 100-point performance standard are incorporated in development plans prior to the issuance of building permit(s) and/or site plans (as applicable). The City shall verify implementation of the selected Screening Table Measures prior to the issuance of Certificate(s) of Occupancy. At the discretion of the City, measures that provide GHG reductions equivalent to GHG emissions reductions achieved via the Screening Table Measures may be implemented. Multiple development proposals may, at the discretion of the City, be allowed to collectively demonstrate achievement of at least 100 points per the Screening Tables.</p>
<p>Impact 4.6-2: Would the Project conflict with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing GHG emissions?</p>	<p>Significant and Unavoidable</p>	<p>Feasible mitigation measures are proposed to lessen the severity of impacts; however, the residual significance of this impact would be significant and unavoidable.</p> <p>Refer to MM AQ-2 through MM AQ-5, and MM GHG 1.</p>
4.13 TRANSPORTATION AND TRAFFIC		
<p>Impact 4.13-2: Would the Project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?</p>	<p>Significant and Unavoidable</p>	<p>Feasible mitigation measures are proposed to lessen the severity of impacts; however, the residual significance of this impact would be significant and unavoidable.</p> <p>Refer to MM GHG-1.</p> <p>MM TRANS-1 At the time of Certificate of Occupancy for future tenants, the future tenant shall demonstrate implementation of reasonable and feasible VMT reduction measures to the satisfaction of the City of Ontario Planning Director. Measures to be considered include, but are not limited to VMT measures 1, 6 and 7 as described in EIR Appendix I2.</p>