

Draft Environmental Impact Report

SOUTH ONTARIO LOGISTICS CENTER SPECIFIC PLAN

for the City of Ontario

SCH No. 2021010318

General Plan Amendment PGPA19-004

Specific Plan PSP19-001

Development Plan PDEV20-028

Tentative Parcel Map PMTT20-011

Development Agreement

LEAD AGENCY

City of Ontario

ALEXIS VAUGHN, ASSISTANT PLANNER

303 EAST "B" STREET

ONTARIO, CA 91761

(909) 395-2036

CONSULTANT

Kimley»Horn

Kimley-Horn and Associates, Inc.

KEVIN THOMAS, CEP, ENV SP

3880 LEMON STREET, SUITE 420

RIVERSIDE, CALIFORNIA 92501

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- Appendix B1 | Air Quality Emissions Model Data
- Appendix B2 | Health Risk Assessment
- Appendix B3 | Greenhouse Gas Emissions Model Data
- Appendix B4 | Energy Calculations

Appendix C | Biological Resources Reports

- Appendix C1 | General Biological Assessment
- Appendix C2 | Arborist Report
- Appendix C3 | Focused Burrowing Owl Surveys

Appendix D | Cultural Reports

- Appendix D1 | Cultural and Paleontological Resources Assessment
- Appendix D2 | Native American Consultation

Appendix E | Geological Resources Reports

- Appendix E1 | Geotechnical Feasibility Study
- Appendix E2 | Infiltration Testing Report

Appendix F | Hazardous Materials Report

Appendix G | Hydrology Reports

- Appendix G1 | Preliminary Hydrology Calculations
- Appendix G2 | Preliminary Water Quality Management Plan

Appendix H | Noise Data

Appendix I | Transportation Reports

- Appendix I1 | Traffic Impact Analysis
- Appendix I2 | Vehicle Miles Traveled Analysis
- Appendix I3 | SB330 Transportation Evaluation

Appendix J | Water Supply Assessment

- Appendix J1 | Water Supply Assessment

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1.0 EXECUTIVE SUMMARY

1.1 INTRODUCTION

This Draft Environmental Impact Report (Draft EIR) addresses the environmental effects associated with the implementation of the proposed South Ontario Logistics Center Specific Plan Project (Project), within the City of Ontario (City). The California Environmental Quality Act (CEQA) requires that local government agencies consider the environmental consequences before taking action on projects over which they have discretionary approval authority. An EIR analyzes potential environmental consequences in order to inform the public and support informed decisions by local and state governmental agency decision makers. This document focuses on impacts determined to be potentially significant for this Project.

This Draft EIR has been prepared pursuant to the requirements of CEQA and the City's CEQA procedures. The City, as the lead agency, has reviewed and revised all submitted drafts, technical studies, and reports as necessary to reflect its own independent judgment, including reliance on City technical personnel from other departments and review of all technical subconsultant reports.

Data for this Draft EIR was derived from on-site field observations, discussions with affected agencies, analysis of adopted plans and policies, review of available studies, reports, data and similar literature, and specialized environmental assessments including air quality/health risk assessments, biological reports, cultural resources reports, geological reports, a greenhouse gas emissions assessment, hazard and hazardous materials assessments, a hydrology report, a preliminary water quality management plan, noise modeling, a traffic impact assessment, and a water supply assessment).

1.2 ENVIRONMENTAL PROCEDURES

This Draft EIR has been prepared pursuant to CEQA to assess the environmental effects associated with implementation of the proposed project, as well as anticipated future discretionary actions and approvals. CEQA established six main objectives for an EIR:

1. Disclose to decision makers and the public the significant environmental effects of proposed activities.
2. Identify ways to avoid or reduce environmental damage.
3. Prevent environmental damage by requiring implementation of feasible alternatives or mitigation measures.
4. Disclose to the public reasons for agency approval of projects with significant environmental effects.
5. Foster interagency coordination in the review of projects.
6. Enhance public participation in the planning process.

An EIR is the most comprehensive form of environmental documentation in CEQA; it is intended to provide an objective, factually supported analysis and full disclosure of the environmental consequences of a proposed project and its potential to result in significant, adverse environmental impacts.

An EIR is one of various decision-making tools used by a lead agency to consider the merits and disadvantages of a project that is subject to its discretionary authority. Before approving a proposed project, the lead agency must consider the information in the EIR; determine whether the EIR was prepared in accordance with CEQA and the CEQA Guidelines; determine that it reflects the independent judgment of the lead agency; adopt findings concerning the project's significant environmental impacts and alternatives; and adopt a statement of overriding considerations if significant impacts cannot be avoided.

1.2.1 EIR Format

Chapter 1. Executive Summary. Summarizes the background and description of the proposed project, the format of this EIR, project alternatives, any critical issues remaining to be resolved, and the potential environmental impacts and mitigation measures identified for the project.

Chapter 2. Introduction. Describes the purpose of this EIR, background on the project, the notice of preparation, the use of incorporation by reference, and Final EIR certification.

Chapter 3. Project Description. A detailed description of the project, including its objectives, its area and location, approvals anticipated to be required as part of the project, necessary environmental clearances, and the intended uses of this EIR.

Chapter 4. Environmental Analysis. Each environmental topic is then analyzed in a separate subsection that discusses: the thresholds used to determine if a significant impact would occur; the methodology to identify and evaluate the potential impacts of the Project; the existing environmental setting; the potential adverse and beneficial effects of the Project; the level of impact significance before mitigation; the mitigation measures for the proposed Project; the level of significance after mitigation is incorporated; and the potential cumulative impacts of the proposed Project and other existing, approved, and proposed development in the area.

Chapter 5. Alternatives to the Proposed Project. Describes the alternatives and compares their impacts to the impacts of the proposed Project. Alternatives include the No Project/No Build Alternative, No Project/Existing General Plan Alternative, and the Reduced Intensity Alternative.

Chapter 6. Additional CEQA Considerations. Describes the significant unavoidable adverse impacts of the proposed Project as well as the potentially significant irreversible environmental changes associated with the Project. This chapter also describes the ways in which the proposed Project would cause increases in employment or population that could result in new physical or environmental impacts.

Chapter 7. Effects Found Not to Be Significant. Describes the potential impacts of the Project that were determined not to be significant by the Initial Study and were therefore not discussed in detail in this EIR.

Chapter 8. EIR Consultation and Preparation. Lists the people and organizations that were contacted during the preparation of this EIR.

Appendices: The appendices for this document (in PDF format on a CD attached to the front cover) comprise these supporting documents:

- Appendix A: Notice of Preparation and Scoping Materials
 - A1: NOP- Public Scoping Meeting
- Appendix B: Air Quality-Greenhouse Gas Emissions
 - B1: Air Quality Emissions Model Data
 - B2: Health Risk Assessment Data
 - B3: Greenhouse Gas Emissions Model Data
 - B4: Energy Calculations
- Appendix C: Biological Resources Reports
 - C1: General Biological Assessment
 - C2: Arborist Report- South Ontario Logistics Center Tree Evaluation
 - C3: Focused Burrowing Owl Surveys
- Appendix D: Cultural Resources Reports
 - D1: Cultural and Paleontological Resources Assessment
 - D2: Native American Consultation
- Appendix E: Geological Resources Reports
 - E1: Geotechnical Feasibility Study
 - E2: Infiltration Testing Report
- Appendix F: Hazardous Materials Reports
 - F1: Phase I Environmental Site Assessment
- Appendix G: Hydrology Reports
 - G1: Preliminary Hydrology Calculations
 - G2: Preliminary Water Quality Management Plan
- Appendix H: Noise Data
 - H1: Traffic Noise Modeling Results
- Appendix I: Transportation Reports
 - I1: Traffic Analysis
 - I2: Vehicle Miles Traveled Analysis
 - I3: SB330 Transportation Evaluation
- Appendix J: Water Supply Assessment

1.3 PROJECT LOCATION

The Project encompasses 23 parcels totaling 219.39 acres in the southwest portion of the City. The City is located within San Bernardino County northwest of the City of Corona, south of the City of Rancho Cucamonga, west of the City of Jurupa Valley, north of the City of Chino, and east of the City of Pomona. The proposed Project site is bound by Eucalyptus Avenue to the north, Campus Avenue to the west, Merrill Avenue to the south, and Grove Avenue to the east.

Regional access available to the Project site is provided via State Route 83 (CA-83) approximately one mile to the west, State Route 60 (CA-60) approximately three miles to the north, Interstate 15 (I-15) approximately five miles to the east, and State Route 91 (CA-91) approximately eight miles to the south.

The Project area is occupied by agricultural uses, including a dairy farm, row crops, and vacant land. Approximately six residences that house the dairy owner and workers are also located within the Project area. Dairy farming and agriculture have been the primary uses of the property since the 1930s or earlier.

1.4 PROJECT SUMMARY

The proposed Project consists of a General Plan Amendment (GPA), Specific Plan, Development Plan, Tentative Parcel Map(s), and a Development Agreement to allow for a business park and industrial development on approximately 219 acres in the City. The Development Plan proposes the construction of eight industrial/warehouse buildings totaling 5,333,518 square feet (SF) of “Industrial” and “Business Park” land use. The Project is proposed in two phases.

Phase 1, comprised of Planning Areas (PA) 1 and 2, would allow for up to approximately 3,172,780 SF of industrial and business park uses. Phase 1 consists of the construction of Buildings 1 through 8 as numbered in the Conceptual Site Plan and includes the Development Plan (PAs 1 and 2). This phase may be developed in several subphases in response to market demands and according to the logical and orderly completion of infrastructure improvements. Phase 1 is evaluated at a “project-level” in the EIR.

The EIR also evaluates, at a “programmatic” level, potential future development of Phase 2, comprised of 2,160,738 SF of development for PAs 3 (business park), 4 (industrial) and 5 (industrial) (no specific development proposals have been identified for the Phase 2 area). The EIR evaluates the total maximum allowable development in the Project area, which is 5,333,518 SF of industrial and business park land uses and associated on-site and off-site infrastructure improvements.

The Project’s proposed uses would be compatible with applicable land use regulations including local Airport Land Use Compatibility Plans (ALUCPs). The Project Specific Plan’s Land Use Plan implements the vision of TOP by providing opportunities for employment in manufacturing, distribution, and research and development at intensities designed to meet the demand of current and future market conditions. The Land Use Plan identifies the location of the land use designations for the Project area. The Project zoning mirrors the TOP Zoning Districts (Ontario Municipal Code Section 5.01) and is identified along with the five PAs.

Pursuant to the Housing Accountably Act, or Senate Bill 330 (SB330), the Project would create an Overlay District on an “SB330 Replacement Site” to increase the residential zoning capacity by 1,352 units, which will offset the “loss” of residential zoning capacity within the Project site. As part the City’s current TOP Update process, City staff are evaluating this SB330 Replacement Site area for even higher density land uses than assumed in this EIR, to create a mixed used transit-oriented area (the TOP 2050 Update EIR and the City’s Housing Element EIR currently envision the SB330 Replacement Site area with approximately 10,161 DU and a mixed-use area of 44 acres).¹ In order for this Overlay District to be approved, a Zone Change and GPA will be implemented by the City in order to effectively rezone the site to accommodate increased residential density to ensure compliance with SB330. This EIR addresses the potential impacts associated with relocating residential density from the Project site to the SB330 Replacement Site, pursuant to SB330.

Business Park (BP) Zoning District: The BP zoning district accommodates industrial-serving commercial, low intensity office uses, and certain light industrial uses. Development within this district is typically multi-tenant in nature; however, single-tenant buildings are not precluded.

Industrial (IG) Zoning District: The IG zoning district accommodates storage and warehousing uses located in larger buildings on larger sites. Uses may include e-commerce, high cube warehouses, or distribution. A wide range of manufacturing and assembly uses are also permitted in this district.

The land use types proposed by the Project are summarized below in Table 1-1, Maximum Project Buildout. This table provides the maximum allowable gross building area for each PA at its associated floor area ratio. Development standards, such as setbacks, parking, landscaping, infrastructure, and site design, may reduce the maximum gross square footage.

Table 1-1: Maximum Project Buildout

Planning Area (District)	Maximum Floor Area Ratio	Gross Site Acreage	Maximum Building Square Footage
Phase 1			
Planning Area 1: BusinessPark	0.60	23.65	618,076 SF
Planning Area 2: Industrial	0.55	106.71	2,556,442 SF
Subtotal		130.36	3,172,780 SF
Phase 2			
Planning Area 3: BusinessPark	0.60	11.52	300,972 SF
Planning Area 4: Industrial	0.55	60.06	1,438,914 SF
Planning Area 5: Industrial	0.55	17.45	419,114 SF
TOTAL	-	219.39	5,333,518
Note: 1. Provided the General Plan Amendment application submitted in conjunction with this Specific Plan to designate PAs 1 and 3 as Business Park and PAs 2, 4 and 5 as Industrial - General is approved.			

1.5 SUMMARY OF PROJECT ALTERNATIVES

The CEQA Guidelines (Section 15126.6[a]) state that an EIR must address “a range of reasonable alternatives to the project, or to the location of the project, which could feasibly attain the basic objectives

¹ City of Ontario Planning Department, Grove Corridor/Ontario Ranch Internal Draft Scenario, 12/9/2020.

of the Project, but would avoid or substantially lessen any of the significant effects of the project and evaluate the comparative merits of the alternatives.” The alternatives were based, in part, on their potential ability to reduce or eliminate the impacts determined to be significant and unavoidable for the proposed project. The following three alternatives have been determined to represent a reasonable range of alternatives which have the potential to feasibly attain most of the basic objectives of the Project but which may avoid or substantially lessen any of the significant effects of the project. These alternatives are analyzed in detail in Chapter 7, *Alternatives to the Proposed Project*, of this Draft EIR.

- No Project/No Build Alternative
- No Project/Existing General Plan Alternative
- Reduced Intensity Alternative

An EIR must identify an “environmentally superior” alternative, and where the No Project Alternative is identified as environmentally superior, the EIR is then required to identify as environmentally superior an alternative from among the others evaluated. Each alternative's environmental impacts are compared to the proposed project and determined to be environmentally superior, neutral, or inferior. However, only impacts found significant and unavoidable are used in making the final determination of whether an alternative is environmentally superior or inferior to the proposed project. Impacts involving agricultural resources, air quality, greenhouse gas emissions, and transportation were found to be significant and unavoidable. *Section 5.4, Environmentally Superior Alternative* identifies the environmentally superior alternative.

1.5.1 No Project/No Build Alternative

Section 15126.6(e) of the State CEQA Guidelines requires analysis of the No Project Alternative. In accordance with the State CEQA Guidelines, the No Project/No Build Alternative for a development project on an identifiable property consists of the circumstance under which the Project does not proceed as provided by Section 15126.6(e)(3)(B) of the State CEQA Guidelines. Section 15126.6(e)(3)(B) provides that, “In certain instances, the no project alternative means ‘no build’ wherein the existing environmental setting is maintained.” Under this alternative, the Project would not be developed, and no new development would occur, however, the existing conditions would remain in operation. An SB330 site would not be required under this alternative.

The Project site contains an operational dairy farm, single-family residential structures, dairy barns, a storage structure, feed storage barns, and numerous livestock corrals. The dairy, structures, and single-family residential uses would remain. Accordingly, the No Project/No Build Alternative provides a comparison between the environmental impacts of the Project as compared to the current environmental conditions, resulting from not approving or denying the Project.

The No Project/No Build Alternative would eliminate the significant and unavoidable impacts related to agriculture, air quality, greenhouse gas emissions, and traffic that would occur from implementation of the proposed Project. This alternative would also reduce impacts related to biological resources, cultural resources, geology and soils, noise, public services, tribal cultural resources, and utility and service systems. Impacts related to hazards and hazardous materials and hydrology and water quality would be

greater under this alternative; impacts to population and housing and land use would be similar compared to the proposed Project.

Ability to Achieve Project Objectives

Implementation of the No Project/No Build Alternative means that new development is assumed to not occur on the Project site, and none of the Project objectives would be achieved under this alternative. The No Project/No Build Alternative would not create a professional, well-maintained and attractive environment for the development of a multi-purpose business park, industrial and warehousing/office space complex (Objective 1); provide the entitlements and framework for the development of approximately 5.4 million sf of business park and industrial general (Objective 2); provide employment opportunities for community residents (Objective 3); facilitate the construction of utilities, roads, and other major infrastructure investments that will be sufficiently sized to adequately serve the Specific Plan area (Objective 4); expand the City's industrial uses in proximity to local airports and regional transportation networks (Objective 5); nor would it create an economic engine to drive future growth in the Project area, spur infrastructure improvements in the area and implement the Specific Plan vision (Objective 6).

1.5.2 No Project/Existing General Plan Alternative

Section 15126.6(e) of the State CEQA Guidelines requires that an EIR evaluate and analyze the impacts of the "No-Project" Alternative. When the Project is the revision of an existing land use or regulatory plan, policy or ongoing operation, the no-project alternative is the continuation of the plan, policy, or operation into the future. Therefore, under the No Project/Existing General Plan Alternative, the current general plan land uses, and zoning would remain in effect. Development in accordance with the existing general plan and zoning would occur. Furthermore, an SB330 site would not be required under this alternative. The City's Policy Plan designates the Project site for development of Business Park at a maximum 0.6 floor-area ratio (FAR) and Low-Medium Density Residential at 5.1-11 dwelling units per acre (du/acre). The existing land use designations would allow approximately 1,646,568 sf of Business Park and 1,352 dwelling units at 8.5 du/acre. This alternative would generate 2,889 employees and 5,404 residents. This proposed alternative is anticipated to generate a total of 5,550 actual trip-ends per day, with 659 AM peak hour trips.

Ability to Reduce Impacts

The No Project/Existing General Plan Alternative would result in reduced impacts to air quality, greenhouse gas emissions, and noise. This alternative will have greater impacts compared to the proposed Project related to hazards and hazardous materials, public services, and utilities and service systems. Impacts related to agricultural and forestry resources, biological resources, cultural resources, geology and soils, hydrology and water quality, land use and planning, population and housing, transportation and tribal cultural resources would be similar compared to the proposed Project.

Ability to Achieve Project Objectives

Implementation of the No Project/Existing General Plan Alternative would not meet four of the six project objectives. For example this alternative would not create a professional, well-maintained and attractive

environment for the development of a multi-purpose business park, industrial and warehousing/office space complex (Objective 1); provide the entitlements and framework for the development of approximately 5.4 million sf of business park and industrial general (Objective 2); expand the City's industrial uses in proximity to local airports and regional transportation networks (Objective 5); nor would it create an economic engine to drive future growth in the Project area, spur infrastructure improvements in the area and implement the Specific Plan vision (Objective 6). This alternative would provide employment opportunities for community residents (Objective 3) and facilitate the construction of utilities, roads, and other major infrastructure investments that will be sufficiently sized to adequately serve the Specific Plan area (Objective 4).

1.5.3 Reduced Intensity Alternative

A 25 percent reduction in building area of the proposed industrial warehousing and business park uses is considered under the Reduced Intensity Alternative. Under this alternative, a total of 4,059,443 SF of business park, industrial and warehouse uses, a reduction of 1,353,148 SF, would be developed, with 3,253,017 SF of warehouse and 806,426 SF of business park uses. The development impact area would generally remain the same as the proposed Project. This alternative would generate approximately 4,248 employees. Access to the site would be similar to the proposed Project with a proportional reduction in the number of parking spaces.

Ability to Reduce Impacts

The Reduced Intensity Alternative would result in reduced impacts related to air quality, greenhouse gas emissions, noise, public service, transportation, and utilities and service systems due to the reduction in square footage and associated vehicular trips. However, significant and unavoidable impacts related to agricultural resources, air quality, greenhouse gas emissions, and transportation would continue to occur from implementation of this alternative. Impacts related to agricultural resources, biological resources, cultural resources, geology and soils, hazardous and hazardous materials, hydrology and water quality, land use and planning, population and housing, and tribal cultural resources would be similar to the proposed Project.

Ability to Achieve Project Objectives

Implementation of the Reduced Intensity Alternative would achieve the Project objectives, but not to the extent as would be achieved by the proposed Project. The Reduced Intensity Alternative would create a professional, well-maintained and attractive environment for the development of a multi-purpose business park, industrial and warehousing/office complex (Objective 1); provide employment opportunities for community residents (Objective 3); facilitate the construction of utilities, roads, and other major infrastructure investments that will be sufficiently sized to adequately serve the Specific Plan area (Objective 4); expand the City's industrial uses in proximity to local airports and regional transportation networks (Objective 5); and create an economic engine to drive future growth in the Project area, spur infrastructure improvements in the area and implement the Specific Plan vision (Objective 6). However, the reduction of 1,353,148 sf would attract fewer or smaller businesses and less employment opportunities to area residents. In addition, the smaller development would provide less flexibility to meet the needs of an ever-changing business market. In addition, given the extraordinary

infrastructure cost, including off-site improvements and required fees, a 25% reduction in density is not considered financially viable for the applicant. This alternative would not fully meet Objective 2 to provide the entitlements and framework for the development of approximately 5.4 million sf of business park and industrial general uses.

1.5.4 Environmentally Superior Alternative

CEQA requires a lead agency to identify the “environmentally superior alternative” and, in cases where the “No Project” Alternative is environmentally superior to the proposed Project, the environmentally superior development alternative must be identified. One alternative has been identified as “environmentally superior” to the proposed Project.

Reduced Intensity Alternative

The Reduced Intensity Alternative has been identified as the environmentally superior alternative because it would result in reduced impacts related to air quality, greenhouse gas emissions, noise, public service, transportation, and utilities and service systems due to the reduction in square footage and associated vehicular trips. However, significant and unavoidable impacts related to agricultural resources, air quality, greenhouse gas emissions, and transportation would continue to occur from implementation of this alternative. Impacts related to agricultural resources, biological resources, cultural resources, geology and soils, hazardous and hazardous materials, hydrology and water quality, land use and planning, population and housing, and tribal cultural resources would be similar to the proposed Project.

CEQA does not require the lead agency (the City of Ontario) to choose the environmentally superior alternative. Instead, CEQA requires the City to consider environmentally superior alternatives, weigh those considerations against the environmental impacts of the proposed Project, and make findings that the benefits of those considerations outweigh the harm. “Among the factors that may be used to eliminate alternatives from detailed consideration in an EIR are: (i) failure to meet most of the basic project objectives, (ii) infeasibility, or (iii) inability to avoid significant environmental impacts” (CEQA Guidelines §15126.6[c]).

1.6 ISSUES TO BE RESOLVED

Section 15123(b)(3) of the CEQA Guidelines requires that an EIR contain issues to be resolved, including the choice among alternatives and whether or how to mitigate significant impacts. With regard to the proposed project, the major issues to be resolved include decisions by the lead agency as to:

1. Whether this Draft EIR adequately describes the environmental impacts of the project.
2. Whether the benefits of the project override those environmental impacts which cannot be feasibly avoided or mitigated to a level of insignificance.
3. Whether the proposed land use changes are compatible with the character of the existing area.
4. Whether the identified goals, policies, or mitigation measures should be adopted or modified.
5. Whether there are other mitigation measures that should be applied to the project besides the Mitigation Measures identified in the Draft EIR.

6. Whether there are any alternatives to the project that would substantially lessen any of the significant impacts of the proposed project and achieve most of the basic project objectives.

1.7 AREAS OF CONTROVERSY

Prior to the preparation of the Draft EIR, the City circulated a NOP from December 4, 2020 to January 4, 2021 (see *Appendix A, NOP/Public Scoping*). In addition, a public scoping meeting was held during the 30-day public review period, on December 21, 2020 at 6:00 PM via Zoom. Pursuant to health and safety measures taken by the State of California, the San Bernardino County Department of Public Health requirements, and the City of Ontario public safety policies to minimize the spread of COVID-19, members of the public did not physically attend the scoping meeting. Members of the public, Project applicants and consultants, and staff were able to participate in the meeting via Zoom. The meeting was recorded, and the meeting presentation is contained in *Appendix A, NOP/Public Scoping*. A summary of comments received on the NOP are provided in Table 2-1, NOP Written Comments Summary. The table provides references to the sections of the Draft EIR in which these issues are evaluated. No other areas of controversy are known to the lead agency.

1.8 SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND LEVELS OF SIGNIFICANCE AFTER MITIGATION

Table 1-2 summarizes the conclusions of the environmental analysis contained in this Draft EIR. Impacts are identified as significant or less than significant, and mitigation measures are identified for all significant impacts. The level of significance after imposition of the mitigation measures is also presented.

Table 1-2: Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
4.1 AGRICULTURE AND FORESTRY RESOURCES			
<p>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?</p>	<p>Significant</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>	<p>Significant and Unavoidable</p>
<p>Impact 4.2-2: Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?</p>	<p>Significant</p>	<p>Refer to MM AG-1.</p>	<p>Significant and Unavoidable</p>
<p>Impact 4.1-3: Would the project 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))?</p>	<p>No Impact</p>	<p>No mitigation measures are required.</p>	<p>No Impact</p>
<p>Impact 4.1-4: Would the project result in the loss of forest land or conversion of forest land to non-forest use?</p>	<p>No Impact</p>	<p>No mitigation measures are required.</p>	<p>No Impact</p>
<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?</p>	<p>Significant</p>	<p>No mitigation measures are feasible.</p>	<p>Significant and Unavoidable</p>

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
4.2 AIR QUALITY			
<p>Impact 4.2-1: Would the Project conflict with or obstruct implementation of the applicable air quality plan?</p>	<p>Significant</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 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>Significant and Unavoidable</p>

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<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</p>	<p>Refer to MM AQ-1 through MM AQ-5 above.</p>	<p>Significant and Unavoidable</p>

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Impact 4.2-3: Would the Project expose sensitive receptors to substantial pollutant concentrations?	Significant	Refer to MM AQ-1 through MM AQ-5 above.	Less Than Significant
Impact 4.2-4: Would the Project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	Less Than Significant	No mitigation measures are required.	Less Than Significant
4.3 BIOLOGICAL RESOURCES			
Impact 4.3-1: Development of the Project would not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	Significant	<p>MM BIO-1 The following measures shall be implemented for the indicated species, prior to commencement of ground disturbance at the Project site:</p> <p><u>Tricolored blackbird, Grasshopper sparrow, Great blue heron, Swainson’s hawk, Yellow rail, California horned lark, Merlin:</u></p> <ul style="list-style-type: none"> ▪ Vegetation removal is recommended to be conducted outside of the nesting season for migratory birds to avoid direct impacts. ▪ If vegetation removal will occur during the migratory bird nesting season, between February 1 and September 15, pre-construction nesting bird surveys shall be performed within three days prior to vegetation removal. ▪ If active nests are found during nesting bird surveys, they shall be flagged. A 250-foot buffer shall be fenced around songbird nests and a 500-foot buffer shall be fenced around raptor nests. ▪ A biological monitor shall visit the site once a week during ground disturbing activities to ensure all fencing is in place and no sensitive species are being impacted. <p><u>California glossy snake:</u></p> <ul style="list-style-type: none"> ▪ Three days prior to any ground disturbing activities or vegetation removal, a qualified biological monitor should conduct a preconstruction survey to identify any sensitive biological resources. Any sensitive reptilian species that may be present within the Project area shall be relocated outside of the impact areas. ▪ Biological monitors shall be on-call to relocate any reptile or amphibian that is encountered during construction activities. <p><u>Western mastiff bat</u></p> <ul style="list-style-type: none"> ▪ Prior to implementation of Project activities that would demolish the agriculture buildings used for sheltering bovines, a qualified biologist shall conduct a preconstruction survey April 1 through August 31 to determine the presence or absence of roosting bats. 	Less Than Significant

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>If the survey does not identify the presence of occupied roosts, no further action is necessary.</p> <ul style="list-style-type: none"> ▪ If day roosts or maternity roosts occupied by special-status bat species are documented within construction areas, the bats shall be safely flushed from the sites where roosting habitat is planned to be removed prior to the month of May (maternity roosts are generally occupied from May to August) and prior to the onset of construction activities. The removal of the roosting sites shall occur during the time of day when the roost is unoccupied. The loss of each roost will be compensated for by the construction and installation of two bat boxes suitable to the bat species and colony size excluded from the original roosting site. The bat boxes shall be installed in the vicinity prior to removal of the original day/maternity roost sites. A detailed program for bat flushing, roosting site removal, and installation of bat boxes shall be developed in consultation with a qualified biologist. The specifications of the bat boxes must be based upon the species of bat and the size of the colony to be affected by the Project. The Bat Management Plan for excluding bats must be developed by the qualified biologist in consultation with CDFW to ensure mortality to bats does not occur. The Bat Management Plan will be based upon the species of bat, number of roosts, and the size of the colony to be affected by the Project. Performance standards will be developed based on the results of the bat survey consistent with CDFW recommendations such that no residual significant impacts would remain. <p><u>Western pond turtle</u></p> <ul style="list-style-type: none"> ▪ Within 14 days prior to the onset of construction activities, a qualified biologist shall conduct pre-construction surveys for western pond turtle within all areas that fall within 100 feet of any suitable aquatic and upland nesting habitat for this species (stock/retention ponds). If western pond turtles are observed during the pre-construction survey, the California Department of Fish and Wildlife shall be contacted. If no Western pond turtles are observed during the preconstruction survey, then construction activities may begin. If construction is delayed or halted for more than 30 days, another pre-construction survey for western pond turtle shall be conducted. Within seven days of the pre-construction survey, a report of findings from the survey shall be submitted to the California Department of Fish and Wildlife. 	

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<ul style="list-style-type: none"> ▪ During construction, a qualified biological monitor who has been approved by the California Department of Fish and Wildlife to relocate western pond turtles shall be on-site to ensure that no western pond turtles are harmed. If western pond turtles are observed in the construction area at any time during construction, the on-site biological monitor shall be notified and construction in the vicinity of the sighting shall be halted until such a time as a turtle has been removed from the construction zone and relocated by an approved biologist. If a sighting occurs during construction, the biologist shall prepare a report of the event and submit it to CDFW. <p>MM BIO-2 The Project Applicant shall complete an initial BUOW take avoidance survey no less than 14 days prior to initiating ground disturbance activities. Implementation of avoidance and minimization measures (e.g., eliminating actions that reduce burrowing owl forage and burrowing surrogates (e.g., ground squirrel), or introduce/facilitate burrowing owl predators) would be triggered by positive owl presence on the site where Project activities would occur. The development of avoidance and minimization approaches would be evaluated by monitoring burrowing owls (if present on-site). BUOW may re-colonize a site after only a few days. Time lapses between Project activities trigger subsequent take avoidance surveys including but not limited to a final survey conducted within 24 hours prior to ground disturbance.</p>	
<p>Impact 4.3-2: Development of the Project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?</p>	<p>Less Than Significant</p>	<p>No mitigation measures are required.</p>	<p>Less Than Significant</p>
<p>Impact 4.3-3: Development of the Project would not have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling hydrological interruption, or other means?</p>	<p>Less Than Significant</p>	<p>No mitigation measures are required.</p>	<p>Less Than Significant</p>

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
<p>Impact 4.3-4: Would the Project 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?</p>	<p>Significant</p>	<p>MM BIO-1 through MM BIO-2 applies.</p>	<p>Less Than Significant</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</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 Planning Department prior to be to issuance of demolition permit.</p>	<p>Significant and Unavoidable</p>

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		MM CUL-5 Develop a historic context report for significant persons in the dairy farm industry such as the Borba family.	
Impact 4.4-2: Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	Significant	Refer to MM TCR-1 for mitigation of <i>Section 4.14, Tribal Cultural Resources</i> . MM CUL-6 Prior to the issuance of any grading permits for the Project site, a Cultural Awareness Training Program shall be provided to all construction managers and construction personnel prior to commencing any ground disturbance work at the Project sites. The training shall be prepared and conducted by a Qualified Archaeologist to the satisfaction of the City Planning Department. The training may be discontinued when ground disturbance is completed. Construction personnel shall not be permitted to operate equipment within the construction area unless they have attended the training. A copy of the training transcript and/or training video, as well as a list of the names of all personnel who attended the training and copies of the signed acknowledgment forms shall be submitted to the City Planning Department for their review and approval.	Less Than Significant
Impact 4.4-3: Would the Project disturb any human remains, including those interred outdoors of dedicated cemeteries?	Less Than Significant	No mitigation measures are required.	Less Than Significant
4.5 GEOLOGY AND SOILS			
Impact 4.5-1: Would the Project directly or indirectly cause 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.	Less Than Significant	No mitigation measures are required.	Less Than Significant

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
<p>Impact 4.5-1: Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:</p> <ul style="list-style-type: none"> ii) Strong seismic ground shaking? iii) Seismic-related ground failure, including liquefaction? 	Less Than Significant	No mitigation measures are required.	Less Than Significant
<p>Impact 4.5-1: Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:</p> <ul style="list-style-type: none"> iv) Landslides? 	Less Than Significant	No mitigation measures are required.	Less Than Significant
<p>Impact 4.5-2: Would the Project result in substantial soil erosion or the loss of topsoil?</p>	Less Than Significant	No mitigation measures are required.	Less Than Significant
<p>Impact 4.5-3: Would the Project 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?</p>	Less Than Significant	No mitigation measures are required.	Less Than Significant
<p>Impact 4.5-4: Would the Project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?</p>	Less Than Significant	No mitigation measures are required.	Less Than Significant
<p>Impact 4.5-5: Would the Project 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?</p>	No Impact	No mitigation measures are required.	No Impact
<p>Impact 4.5-6: Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?</p>	Significant	<p>MM GEO-1 Periodic paleontological spot checks would be conducted when excavation exceeds depths of five feet to determine if older, paleontologically sensitive sediments are present. If present, monitoring would be implemented. Prior to the start of construction, a paleontological resource monitoring plan (PRMP) would be prepared</p>	Less Than Significant

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>and implemented. The Project's PRMP would implement the following procedures:</p> <ul style="list-style-type: none"> ▪ A trained and qualified paleontological monitor would perform spot-check and/or monitoring of any excavations on the Project that have the potential to impact paleontological resources in undisturbed native sediments below five feet in depth. The monitor would have the ability to redirect construction activities to ensure avoidance of adverse impacts to paleontological resources. ▪ The Project paleontologist may re-evaluate the necessity for paleontological monitoring after examination of the affected sediments during excavation, with approval from Lead Agency and Client representatives. ▪ Any potentially significant fossils observed shall be collected and recorded in conjunction with best management practices and Society of Vertebrate Paleontology professional standards. ▪ Any fossils recovered during mitigation shall be deposited in an accredited and permanent scientific institution for the benefit of current and future generations. <p>A report documenting the results of the monitoring, including any salvage activities and the significance of any fossils, shall be prepared and submitted to the appropriate personnel.</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</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>Significant and Unavoidable</p>

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
<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</p>	<p>Refer to MM AQ-2 through MM AQ-5, and MM GHG 1.</p>	<p>Significant and Unavoidable</p>
<p>4.7 HAZARDS AND HAZARDOUS MATERIALS</p>			
<p>Impact 4.7-1: Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?</p>	<p>Significant</p>	<p>MM HAZ-1 Prior to the issuance of grading permits, the Project Applicant shall conduct further testing for the presence of methane on the Project site, in accordance with DTSC methane assessment guidelines. The Project Applicant shall prepare a methane gas soil survey and implement grading activity recommendations to the satisfaction of the City Building Department. This survey and recommendation shall include a post-construction soil gas investigation and installation of methane gas mitigation systems where post-grading methane levels exceed 5,000 parts per million volume (ppmv), should any such levels occur.</p> <p>MM HAZ-2 Following drainage of the on-site ponds, the Project Applicant shall conduct a limited Phase II subsurface assessment of sediments to evaluate the sediments for chemical risks to human health and the environment. If contamination from dairy and animal-related wastes is encountered at a level above Environmental Screening Levels (ESLs) for non-residential uses, the appropriate environmental agency (Regional Water Quality control Board, Department of Toxic Substance Control, South Coast Air Quality Management District) shall be notified. Any contamination identified as a result of such testing/sampling shall be investigated, and removed or remediated to the satisfaction of the environmental agency with evidence provided to the City, such that there are no residual significant impacts following mitigation.</p> <p>MM HAZ-3 Soil Management Plan. Prior to issuance of a grading permit, the Project Applicant shall retain a qualified environmental consultant to prepare a Soil Management Plan (SMP) that details procedures and protocols for on-site management of soils containing potentially hazardous materials. The SMP would be implemented during grading activities on-site to ensure that soils containing residual levels of hydrocarbons or arsenic are properly identified, monitored, and managed on-site, and include the following: A certified hazardous waste hauler shall remove all potentially hazardous soils. In addition, sampling of soil shall be conducted during excavation to ensure that all petroleum hydrocarbon and arsenic impacted soils are removed, and that ESLs for non-residential uses are not exceeded. Excavated materials shall be transported per California</p>	<p>Less Than Significant</p>

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>Hazardous Waste Regulations to a landfill permitted by the State to accept hazardous materials.</p> <p>Any subsurface materials exposed during construction activities that appear suspect of contamination, either from visual staining or suspect odors, shall require immediate cessation of excavation activities. Soils suspected of contamination shall be tested for potential contamination. If contamination is found to be present per the DTSC Screening Levels for industrial/commercial land use (DTSC- SLi) and the EPA Regional Screening Levels for industrial/commercial land use (EPA- RSLi), it shall be transported and disposed of per state regulations to an appropriately permitted landfill.</p> <p>The SMP shall include a Health and Safety Plan (HSP) that addresses potential safety and health hazards and includes the requirements and procedures for employee protection. Each contractor will be required to have their own HSP tailored to their particular trade that addresses the general Project safety requirements. The HSP shall also outline proper soil handling procedures and health and safety requirements to minimize worker and public exposure to hazardous materials during construction.</p> <p>The SMP shall be prepared and executed in accordance with South Coast Air Quality Management District Rule 1166, Volatile Organic Compound Emissions from Decontamination of Soil. The SMP shall require the timely testing and sampling of soils so that contaminated soils can be separated from inert soils for proper disposal. The SMP shall specify the testing parameters and sampling frequency. Anticipated testing includes total petroleum hydrocarbons (TPH), volatile organic compounds (VOCs), and semi-volatile organic compounds (SVOCs). During excavation, SCAQMD Rule 1166 requires that soils identified as contaminated shall be sprayed with water or another approved vapor suppressant or covered with sheeting during periods of inactivity of greater than an hour, to prevent contaminated soils from becoming airborne. Under SCAQMD Rule 1166, contaminated soils shall be transported from the Project site by a licensed transporter and disposed of at a licensed storage/treatment facility to prevent contaminated soils from becoming airborne or otherwise released into the environment.</p> <p>All SMP measures shall be printed on the construction documents, contracts, and Project plans prior to issuance of grading permits.</p> <p>MM HAZ-4 Construction period testing. Construction at the Project site shall be conducted under a Project-specific Construction Risk Management Plan (CRMP) to protect construction workers, the general public, and the environment from subsurface hazardous materials previously</p>	

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>identified and to address the possibility of encountering unknown contamination or hazards in the subsurface. The CRMP shall summarize soil and groundwater analytical data collected on the Project sites during past investigations and during site investigation activities; delineate areas of known soil and groundwater contamination if applicable; and identify soil and groundwater management options for excavated soil and groundwater, in compliance with local, state, and federal statutes and regulations. The CRMP shall:</p> <p>Provide procedures for evaluating, handling, storing, testing, and disposing of soil and groundwater during Project excavation and dewatering activities, respectively.</p> <p>Require the preparation of a Project-specific HSP that identifies hazardous materials present, describes required health and safety provisions and training for all workers potentially exposed to hazardous materials in accordance with State and Federal worker safety regulations, and designates the personnel responsible for HSP implementation.</p> <p>Require the preparation of a contingency plan that shall be applied should previously unknown hazardous materials be encountered during construction activities. The contingency plan shall include provisions that require collection of soil and/or groundwater samples in the newly discovered affected area by a qualified environmental professional prior to further work, as appropriate. The analytical results of the sampling shall be reviewed by the qualified environmental professional and submitted to the appropriate regulatory agency. The environmental professional shall provide recommendations, as applicable, regarding soil/waste management, worker health and safety training, and regulatory agency notifications, in accordance with local, state, and federal requirements. Work shall not resume in the area(s) affected until these recommendations have been implemented under the oversight of the County or regulatory agency, as appropriate.</p> <p>Designate personnel responsible for implementation of the CRMP. The CRMP shall be submitted to the County for review and approval prior to the issuance of construction and demolition permits. This measure would reduce the hazards and hazardous materials impact to a less-than-significant level.</p> <p>MM HAZ-5 Prior to the commencement of any construction related site activities (clearing, demolition, grading etc.), all ASTs shall be removed. ASTs storing diesel shall be disposed of by a State of California licensed contractor and in compliance with the required SBCFD Hazardous Materials Division regulations for tank removals. For stained soils in the</p>	

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>vicinity of diesel containing ASTs, as identified in the Phase I ESA dated October 11, 2018, soil samples shall be collected, as directed by the SBCFD inspector, for chemical analysis at a laboratory licensed by the State of California. If contaminated soils are encountered, a soil management plan shall be prepared to manage the stained soils during redevelopment.</p> <p>MM HAZ-6 Prior to the issuance of a demolition permit for any buildings or structures on-site, the Project Applicant shall conduct a comprehensive ACM survey to identify the locations and quantities of ACM in above-ground structures. The Project Applicant shall retain a licensed or certified asbestos consultant to inspect buildings and structures on-site. The consultant’s report shall include requirements for abatement, containment, and disposal of ACM, if encountered, in accordance with SCAQMD Rule 1403.</p>	
<p>Impact 4.7-2: 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?</p>	<p>Significant</p>	<p>Reference MM HAZ-3 and MM HAZ-4 above.</p>	<p>Less Than Significant</p>
<p>Impact 4.7-3: Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?</p>	<p>Less Than Significant</p>	<p>No mitigation measures are required.</p>	<p>Less Than Significant</p>
<p>Impact 4.7-4: 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, would it create a significant hazard to the public or the environment?</p>	<p>Significant</p>	<p>Reference MM HAZ-2 above.</p>	<p>Less Than Significant</p>
<p>Impact 4.7-5: For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?</p>	<p>Less Than Significant</p>	<p>No mitigation measures are required.</p>	<p>Less Than Significant</p>

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Impact 4.7-6: Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Less Than Significant	No mitigation measures are required.	Less Than Significant
Impact 4.7-7: Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	Less Than Significant	No mitigation measures are required.	Less Than Significant
4.8 HYDROLOGY AND WATER QUALITY			
Impact 4.8-1: Would the Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	Less Than Significant	No mitigation measures are required.	Less Than Significant
Impact 4.8-2: Would the Project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	Less Than Significant	No mitigation measures are required.	Less Than Significant
<p>Impact 4.8-3: Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:</p> <ul style="list-style-type: none"> i) Result in substantial erosion or siltation on- or off-site. ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site. iii) 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. iv) Impede or redirect flood flows. 	Less Than Significant	No mitigation measures are required.	Less Than Significant

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Impact 4.8-4: Would the Project in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	No Impact	No mitigation measures are required.	No Impact
Impact 4.8-5: Would the Project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	Less Than Significant	No mitigation measures are required.	Less Than Significant
4.9 LAND USE AND PLANNING			
Impact 4.9-1: Would the Project physically divide an established community?	No Impact	No mitigation measures are required.	No Impact
Impact 4.9-2: Would the Project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	Less Than Significant	No mitigation measures are required.	Less Than Significant
4.10 NOISE			
Impact 4.10-1: Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Less Than Significant	No mitigation measures are required.	Less Than Significant
Impact 4.10-2: Would the project result in generation of excessive groundborne vibration or groundborne noise levels?	Less Than Significant	No mitigation measures are required.	Less Than Significant
Impact 4.10-3: For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	No Impact	No mitigation measures are required.	No Impact

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
4.11 POPULATION AND HOUSING			
Impact 4.11-1: Would the Project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	Less Than Significant	No mitigation measures are required.	Less Than Significant
Impact 4.11-2: Would the Project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	Less Than Significant	No mitigation measures are required.	Less Than Significant
4.12 PUBLIC SERVICES			
Impact 4.12-1: Would 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? i) Fire Protection ii) Police Protection iii) Schools iv) Parks v) Other Public Facilities	Less Than Significant	No mitigation measures are required.	Less Than Significant
4.13 TRANSPORTATION AND TRAFFIC			
Impact 4.13-1: Would the Project conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	Less Than Significant	No mitigation measures are required.	Less Than Significant

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Impact 4.13-2: Would the Project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	Significant	Refer to MM GHG-1 . 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.	Significant and Unavoidable
Impact 4.13-3: Would the Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Less Than Significant	No mitigation measures are required.	Less Than Significant
Impact 4.13-4: Would the Project result in inadequate emergency access?	Less Than Significant	No mitigation measures are required.	Less Than Significant
4.14 TRIBAL CULTURAL RESOURCES			
Impact 4.14-1: Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of size and 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 CRHR, or in a local register of historical resources as defined in PRC §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 PRC §5024.1. In applying the criteria set forth in subdivision (c) of PRC 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	Significant	MM TCR-1 Prior to the commencement of any ground disturbing activity at the Project site, the Project Applicant shall retain a Native American Monitor approved by the Gabrieleno Band of Mission Indians-Kizh Nation – the tribe that consulted on this Project pursuant to Assembly Bill A52 (the “Tribe” or the “Consulting Tribe”). A copy of the executed contract shall be submitted to the City of Ontario Planning and Building Department prior to the issuance of any permit necessary to commence a ground-disturbing activity. The Tribal monitor will only be present on-site during the construction phases that involve ground-disturbing activities. Ground disturbing activities are defined by the Tribe as activities that may include, but are not limited to, pavement removal, potholing or auguring, grubbing, tree removals, boring grading, excavation, drilling, and trenching, within the project area. The Tribal Monitor will complete daily monitoring logs that will provide descriptions of the day’s activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when all ground-disturbing activities on the Project Site are completed, or when the Tribal Representatives and Tribal Monitor have indicated that all upcoming ground-disturbing activities at the Project Site have little to no potential for impacting Tribal Cultural Resources. Upon discovery of any Tribal Cultural Resources, construction activities shall cease in the immediate vicinity of the find (not less than the surrounding 100 feet) until the find can be assessed. All Tribal Cultural Resources unearthed by project activities shall be evaluated by the	Less Than Significant

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>qualified archaeologist and Tribal monitor approved by the Consulting Tribe. If the resources are Native American in origin, the Consulting Tribe will retain it/them in the form and/or manner the Tribe deems appropriate, for educational, cultural and/or historic purposes. If human remains and/or grave goods are discovered or recognized at the Project Site, all ground disturbance shall immediately cease, and the county coroner shall be notified per Public Resources Code Section 5097.98, and Health & Safety Code Section 7050.5. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2). Work may continue on other parts of the Project Site while evaluation and, if necessary, mitigation takes place (CEQA Guidelines Section 15064.5[f]). If a non-Native American resource is determined by the qualified archaeologist to constitute a “historical resource” or “unique archaeological resource,” time allotment and funding sufficient to allow for implementation of avoidance measures, or appropriate mitigation, must be available. The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and PRC Sections 21083.2(b) for unique archaeological resources.</p> <p>Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any historic archaeological material that is not Native American in origin shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes.</p>	
4.15 UTILITIES AND SERVICE SYSTEMS			
<p>Impact 4.15-1: Would the Project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects (wastewater treatment and distribution)?</p>	<p>Less Than Significant</p>	<p>No mitigation measures are required.</p>	<p>Less Than Significant</p>

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
<p>Impact 4.15-2: Would the Project 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?</p>	<p>Less Than Significant</p>	<p>No mitigation measures are required.</p>	<p>Less Than Significant</p>
<p>Impact 4.15-3: Would the Project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects (water facilities)?</p>	<p>Less Than Significant</p>	<p>No mitigation measures are required.</p>	<p>Less Than Significant</p>
<p>Impact 4.15-4: Would the Project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?</p>	<p>Less Than Significant</p>	<p>No mitigation measures are required.</p>	<p>Less Than Significant</p>
<p>Impact 4.15-5: Would the Project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects (storm water facilities)?</p>	<p>Less Than Significant</p>	<p>No mitigation measures are required.</p>	<p>Less Than Significant</p>
<p>Impact 4.15-6: Would the Project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects (storm water drainage)?</p>	<p>Less Than Significant</p>	<p>No mitigation measures are required.</p>	<p>Less Than Significant</p>

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
<p>Impact 4.15-7: Would the Project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?</p> <p>Would the Project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?</p>	<p>Less Than Significant</p>	<p>No mitigation measures are required.</p>	<p>Less Than Significant</p>

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2.0 INTRODUCTION

2.1 PURPOSE OF THE ENVIRONMENTAL IMPACT REPORT

The California Environmental Quality Act (CEQA) requires that all state and local governmental agencies consider the environmental consequences of projects over which they have discretionary authority before taking action on those projects. This Draft Environmental Impact Report (EIR) has been prepared to satisfy CEQA (Public Resources Code [PRC] §§21000 et seq.) and the State CEQA Guidelines (California Code of Regulations §§15000 et seq.). The EIR is the public document designed to provide decision-makers and the public with an analysis of the environmental effects of the proposed Project, to indicate possible ways to reduce or avoid environmental impacts and to identify alternatives to the Project. The EIR must also disclose significant environmental impacts that cannot be avoided; growth inducing impacts; effects not found to be significant; and significant cumulative impacts of all past, present, and reasonably foreseeable future projects.

The Lead Agency means “the public agency which has the principal responsibility for carrying out or approving a project which may have a significant effect upon the environment” (PRC C§21067). The City of Ontario (City) has the principal responsibility for approval of the South Ontario Logistics Center Specific Plan Project (“Project” or “proposed Project”). For this reason, the City is the CEQA Lead Agency for this Project.

CEQA requires each EIR to reflect the independent judgment of the Lead Agency, including but not limited to the thresholds of significance used to analyze project impacts, analyses and conclusions regarding the level of significance of impacts both before and after mitigation, the identification and application of mitigation measures to avoid or reduce project-related impacts, and the consideration of alternatives to the proposed Project. In preparing this EIR, the City has employed CEQA and environmental technical specialists, but, the City, as the Lead Agency, has reviewed and revised all submitted drafts, technical studies, and reports as necessary to reflect its own independent judgment, including reliance on City technical personnel from other departments and review of all technical subconsultant reports. Therefore, the analyses and conclusions set forth in this EIR reflect the independent judgment of the City as Lead Agency.

The intent of the Draft EIR is to provide sufficient information on the potential environmental impacts of the Project to allow the City to make an informed decision regarding approval of the Project. The Draft EIR is also intended to inform responsible agencies, decision-makers, and the general public about the environmental effects of the development and operation of the Project. Specific discretionary actions to be reviewed by the City are described in *Section 3.5, Intended Uses of the EIR*.

2.2 NOTICE OF PREPARATION

The City determined that an EIR would be required for this Project and issued a Notice of Preparation (NOP) to inform the public that the CEQA process has begun, and to seek input from the public regarding the proposed Project and its potential environmental impacts (see *Appendix A, NOP/Public Scoping*).

Comments received during the public review period, from December 4, 2020, to January 4, 2021, are in *Appendix A, NOP/Public Scoping*. In addition, a public scoping meeting was held on December 21, 2020, at 6:00 PM via Zoom. Pursuant to measures taken by the State of California, the San Bernardino County Department of Public Health requirements, and City of Ontario public safety policies, to ensure the health and safety of our residents by limiting contact that could spread the COVID-19 virus, there were no members of the public in attendance of the scoping meeting. Members of the public, Project applicants and consultants, and staff were able to participate in the meeting via Zoom. The meeting was recorded, and the meeting presentation is contained in *Appendix A, NOP/Public Scoping*.

A total of five letters were received in response to the NOP. The comment letters received during the NOP comment period are included in *Appendix A, NOP/Public Scoping*.

Table 2-1 compiles the comment letters received from commenting agencies/persons during the NOP process and identifies the section(s) of the Draft EIR where the issues are addressed. All NOP comments received during the NOP public comment period are in *Appendix A, NOP/Public Scoping*.

Table 2-1: NOP Written Comments Summary

Commenting Agency/Person	Letter Dated	Summary of Comments	Issue Address in:
California Department of Transportation/ Jacob Mathew	January 5, 2021	<ul style="list-style-type: none"> Provides direction for submittal of TIA and supporting documentation. Encourages City to embark a safe, sustainable, integrated, and efficient transportation system and complete street. Design streets to serve vehicular and pedestrians for a safe pedestrian-friendly environment. Provide a continuous multi-modal circulation system throughout the City. The City should take advantage of incentive programs for efficiency measures and other low emission technology. Recommends locations for parking spaces and preferential parking for vanpools, carpools, etc. Incorporate electric vehicle charging stations. 	Section 4.14, Transportation Appendix H
City of Chino/ Warren Morelioni	January 4, 2021	<ul style="list-style-type: none"> The City of Chino would like to collaborate and review infrastructure-related improvements that have downstream and potential off-site impacts to the City of Chino. The City of Chino would like to review the traffic study scoping agreement. 	Section 4.9, Hydrology and Water Resources Section 4.16, Utilities and Service Systems Section 4.14, Transportation Appendix H

Commenting Agency/Person	Letter Dated	Summary of Comments	Issue Address in:
City of Eastvale/ Gustavo Gonzalez	January 4, 2021	<ul style="list-style-type: none"> Draft EIR should focus on ensuring that traffic generated by the build out of the specific plan avoid or minimize increasing traffic volumes on Limonite Avenue. City of Eastvale would like a copy of the traffic impact analysis. Provide City of Eastvale all future notices regarding Project. 	Section 4.14, Transportation Appendix H
South Coast Air Quality Management District/Lijin Sun	December 22, 2020	<ul style="list-style-type: none"> Provides direction for submittal of Draft EIR and technical documents related to air quality, health risk, and greenhouse gas analyses. Recommends methodology and compliance with SCAQMD's CEQA Air Quality Handbook. Conduct localized analysis using the LST screening tables or performing dispersion modeling. Identify any potential adverse air quality impacts that could occur from all phases of the Project and all air pollutant sources related to the Project. Prepare health risk assessment Concerned about potential public health impacts of siting warehouses within proximity to sensitive uses. Recommends sources for mitigation measures. 	Section 4.2, Air Quality Section 4.7, Greenhouse Gas Emissions Appendix B
Chuck Stuewe	December 23, 2020	<ul style="list-style-type: none"> Voices support for the Project. 	Not Applicable

The NOP process helps determine the scope of the environmental issues to be addressed in the Draft EIR. Based on this process for the Project, certain environmental categories were identified as having the potential to result in significant impacts. Issues considered Potentially Significant are addressed in this Draft EIR in detail, but effects found not to be significant are briefly discussed in *Section 7.0, Effects Found not to be Significant*.

Native American Consultation

The City initiated Native American consultation concurrent with the NOP scoping process, pursuant to Assembly Bill (AB) 52 and Senate Bill (SB) 18. Letters were sent to the applicable tribes, and are contained in *Appendix D2, Cultural Resource Documentation*.

2.3 SCOPE OF THIS DRAFT EIR

The scope of the Draft EIR was determined based on comments received in response to the NOP. A scoping meeting was also conducted by the City. Pursuant to State CEQA Guidelines, Sections 15126.2 and 15126.4, the Draft EIR should identify any potentially significant adverse impacts and recommend mitigation that would reduce or eliminate these impacts to levels of insignificance.

The information in *Section 3.0, Project Description*, establishes the basis for analyzing future, project-related environmental impacts.

2.3.1 Impacts Considered Less Than Significant

During preparation of the Draft EIR, the City determined that four environmental impact categories were not significantly affected by or did not affect the proposed Project. These categories are not discussed in detail in this Draft EIR.

- Aesthetics
- Energy
- Mineral Resources
- Recreation
- Wildfire

2.3.2 Potentially Significant Adverse Impacts

The City determined that 16 environmental factors have potentially significant impacts of the proposed Project is implemented.

- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Population and Housing
- Public Services
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems

2.3.3 Unavoidable Significant Impacts

This Draft EIR identifies several significant and unavoidable impacts, as defined by CEQA, that would result from implementation of the proposed Project. Unavoidable significant impacts may be considered significant on a project-specific basis, cumulatively significant, and/or potentially significant. Pursuant to State CEQA Guidelines §15093, for any project having unavoidable significant impacts, the City must prepare a “statement of overriding considerations” before it can approve the Project, attesting that the decision-making body has balanced the benefits of the proposed Project against its unavoidable significant environmental effects and has determined that the benefits outweigh the adverse effects, and therefore the adverse effects are considered acceptable. The impacts that were found in the Draft EIR to be significant and unavoidable are found in these sections:

- Agriculture and Forestry Resources
- Air Quality
- Greenhouse Gases
- Transportation and Traffic

2.4 INCORPORATION BY REFERENCE

In accordance with State CEQA Guidelines §15150, the following documents are hereby incorporated by reference into this EIR and are made available for public review on their respective websites.

The Ontario Plan: The City's General Plan was comprehensively updated and adopted as The Ontario Plan on January 27, 2010. The Ontario Plan is the City's comprehensive business plan and serves as the major blueprint for directing growth in Ontario for the next 20 years or more. The Ontario Plan analyzes existing conditions in the City, including physical, social, cultural, and environmental resources and opportunities. The Ontario Plan also looks at trends, issues, and concerns that affect the region, includes City goals and objectives, and provides policies to guide development and change. The General Plan consists of a six-part Component Framework: 1) Vision, 2) Governance Manual, 3) Policy Plan, 4) City Council Priorities, 5) Implementation, and 6) Tracking and Feedback. The Ontario Plan can be found here: <https://www.ontarioplan.org/>. Note that The Ontario Plan is currently in the process of being updated. The proposed Project is consistent with the current land use plans of the Ontario Plan and the anticipated land use plans of the Ontario Plan update.

The Ontario Plan EIR: The Ontario Plan EIR (SCH Number 2008101140) addresses the short and long-term effects of buildout of the City, which includes development of the Project area. This EIR was received on November 12, 2009. Mitigation measures were imposed for impacts determined to be significant or potentially significant. Significant and unavoidable impacts were identified for agricultural resources, air quality, cultural resources, greenhouse gas emissions, noise, and transportation. The Ontario Plan policies that are related to the proposed Project are cited in various sections throughout this EIR. The EIR can be found here: <https://www.ontarioplan.org/environmental-impact-report/>.

Ontario Development Code: This Development Code is enacted to assist in the implementation of Federal and State planning, zoning, development, subdivision, and environmental laws, and The Ontario Plan, and guide the orderly development of the City in a manner that promotes and protects the public health, safety, comfort, convenience, prosperity, and welfare of its inhabitants. The Development Code is referenced throughout this document as regulations governing development and land use activities within the City. Regulatory information from the Development Code are cited in various sections of this EIR. The development code can be found here: <https://www.ontarioca.gov/Planning/Applications>.

San Bernardino County Countywide Plan: The County of San Bernardino adopted the County Countywide Plan in 2020. The Countywide Plan is comprised of four sections: Policy Plan, Business Plan, Community Action Guides, and Environmental Documents. The County Policy Plan is an update and expansion of the County's General Plan for the unincorporated areas. As an update of the County's General Plan and Community Plans, the Policy Plan addresses physical, social, and economic issues facing the unincorporated portions of the County. It also addresses supportive services for adults and children, healthcare services, public safety, and other regional county services provided to both incorporated and unincorporated areas. As part of its Policy Plan, the County includes the following eight elements: 1) Land Use; 2) Infrastructure & Utilities; 3) Transportation & Mobility; 4) Natural Resources; 5) Hazards; 6) Personal & Property Protection; 7) Economic Development; and 8) Health & Wellness. The Policy Plan

was used throughout this EIR since it contains information, policies, and regulations relevant to the proposed Project.

This document is available for review on the County's website at: <http://countywideplan.com/policy-plan>.

Southern California Association of Governments (Connect SoCal): The 2020-2045 Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), also known as Connect SoCal, is a long-range visioning plan that balances future mobility and housing needs with economic, environmental and public health goals. Connect SoCal embodies a collective vision for the region's future and addresses the cumulative impact of future development and associated infrastructure improvements for SCAG regions. It is developed with input from local governments, county transportation commissions, tribal governments, non-profit organizations, businesses and local stakeholders within SCAG regions such as San Bernardino County and the City. Connect SoCal can be found here: <https://scag.ca.gov/connect-socal>.

Ontario Ranch Business Park Final EIR. The Ontario Ranch Business Park Final EIR addressed the environmental effects and comments from public agencies and interested parties associated with the implementation of the Ontario Ranch Business Park Specific Plan project, located adjacent to the west of the proposed South Ontario Logistics Center Specific Plan Project area. The Ontario Ranch Business Park Final EIR is specifically relevant as it addressed the impacts of constructing regional infrastructure necessary to serve the developing southwestern industrial sector of the City of Ontario.

This document is available for review on the City's website at:

https://www.ontarioca.gov/sites/default/files/Ontario-Files/Planning/ORBP%20FEIR%20%282020_08-27%29_web.pdf

2.5 FINAL EIR CERTIFICATION

This Draft EIR is being circulated for public review for 45 days. Interested agencies and members of the public are invited to provide written comments on the Draft EIR to the City address shown on the title page of this document. Upon completion of the 45-day review period, the City of Ontario will review all written comments received and prepare written responses for each. A Final EIR (FEIR) will incorporate the received comments, responses to the comments, and any changes to the Draft EIR that result from comments. The FEIR will be presented to the City of Ontario for potential certification as the environmental document for the Project. All persons who comment on the Draft EIR will be notified of the availability of the FEIR and the date of the public hearing before the City.

The Draft EIR is available to the general public for review at various locations:

- City of Ontario, Planning Department, 303 East "B" Street, Ontario, CA 91764
- Ontario Main Library 215 East "C" Street, Ontario, CA 91764
- City's website: <https://www.ontarioca.gov/Planning/Reports/EnvironmentalImpact>

3.0 PROJECT DESCRIPTION

The South Ontario Logistics Center Specific Plan (proposed Project, or Project) involves the development of up to 5,333,518 square feet (SF) of business park and industrial uses on approximately 219 acres of land within the City of Ontario (City). Furthermore, pursuant to the Housing Accountability Act, or Senate Bill 330 (SB330), the Project will create an Overlay District on an “SB330 Replacement Site” to increase the residential zoning capacity by 1,352 units, which will offset the “loss” of residential zoning capacity within the Project site. In order for this Overlay District to be approved, a Zone Change and General Plan Amendment are required. This EIR addresses the potential impacts associated with relocating residential density from the Project site to the SB330 Replacement Site, pursuant to SB330. In addition, this SB330 Replacement Site is also being evaluated for substantial additional density (beyond what is required for this Project’s SB330 compliance) as part of the City’s The Ontario Plan (TOP) 2050 Update EIR and also as part of the City’s Housing Element Update EIR, both of which are planned for City Council approval in 2022.

The Project addresses consistency with TOP; provides a development plan identifying land uses, circulation, infrastructure, streetscape, and landscape plans; establishes allowable uses and development standards for reviewing individual projects; presents design guidelines to create a visually attractive environment; summarizes the development review process; and specifies provisions for administration and implementation of the Project.

3.1 PROJECT LOCATION AND SETTING

The proposed Project is located on a total of 219.39-acre site in the southwest portion of the City, within San Bernardino County. The proposed Project site is bound by Eucalyptus Avenue to the north, Campus Avenue to the west, Merrill Avenue to the south, and Grove Avenue to the east (refer to *Figure 3-1, Project Vicinity Map* and *Figure 3-2, Aerial Vicinity Map*). The proposed Project site consists of 23 parcels that include the Assessor Parcel Numbers (APNs) presented in *Table 3-1, Assessor Parcel Numbers*.

Table 3-1: Assessor Parcel Numbers

1054-071-01	1054-071-02	1054-081-03	1054-091-01	1054-091-02
1054-101-01	1054-101-02	1054-231-01	1054-231-02	1054-241-01
1054-241-02	1054-321-01	1054-321-02	1054-311-01	1054-311-02
1054-051-01	1054-051-02	1054-061-01	1054-061-02	1054-251-01
1054-251-02	1054-301-01	1054-301-02		

Regional access available to the Project site is provided via State Route 83 (CA-83) approximately one mile to the west, State Route 60 (CA-60) approximately three miles to the north, Interstate 15 (I-15) approximately five miles to the east, and State Route 91 (CA-91) approximately eight miles to the south.

The Project area is occupied by agricultural uses, including a dairy farm, row crops, and vacant land. Approximately six residences that house the dairy owner and workers are also located within the Project area. Dairy farming and agriculture have been the primary uses of the property since the 1930s or earlier.

Existing Zoning and Land Use Designations

TOP existing land use designations are:

- Business Park (0.6 Floor Area Ratio (FAR))
Assessor Parcel Number (APN): 1054-231-02; 1054-321-01, -02; 1054-311-02; 1054-331-01; 1054-301-01, -02.
- Low-Medium Density Residential (5.1 – 11 dwelling units per acre)
APN: 1054-071-01, -02; 1054-081-03; 1054-091-01, -02, 1054-101-01, -02; 1054-231-01; 1054-241-01, -02, 1054-252-01, -02, 1054-061-01, -02, 1054-051-01, -02.
- Chino Airport Overlay
APN: 1054-101-02; 1054-231-01, -02; 1054-311-02, 1054-321-01, -02, portions of 1054-091-02; 1054-101-01; 1054-241-02; 1054-311-01

The existing zoning designation is Specific Plan (SP) Zoning District with an Agriculture (AG) Overlay District. The AG Overlay indicates that the land can continue to be used for agricultural uses, but the SP District designation requires approval of a specific plan by the City for urban development of the Project site.

Surrounding Land Uses

The existing uses in the vicinity include:

- North across Eucalyptus Avenue: dairy farm and agricultural row crops
- South across Merrill Avenue: Chino Airport (City of Chino)
- East across Grove Avenue: dairy farm and agricultural row crops
- West across Campus Avenue: dairy farm and agricultural row crops

TOP designates the surrounding areas in Ontario Ranch for business park, commercial, and residential uses.

Airport Influence Areas

Ontario International Airport Influence Area

The Ontario International Airport Land Use Compatibility Plan (ONT ALUCP) was adopted by the Ontario City Council on April 19, 2011. The intent of a compatibility plan is to avoid conflicts between airport operations and surrounding land uses. The Project area is not within the safety, noise impact, or airspace protection zones of the ONT ALUCP; however, it is within the Airport Influence Area, as is the entire City. While a Real Estate Transaction Disclosure policy is not required for non-residential land, developers or tenants may purchase a Natural Hazard Disclosure report that would indicate that the property is in an Airport Influence Area.

Chino Airport Overlay Zone

The Project area is within Safety Zone 1, 3 and 6 of the Chino Airport Overlay (Generic Safety Zones for General Aviation Airports from the Caltrans Division of Aeronautics – California Airport Land Use Planning Handbook) as shown in *Figure 3-5, Airport Influence Areas*.

The following open land and occupancy limit requirements shall apply in Chino Airport Safety Zones, as established by the Chino Airport Compatibility Plan.

- Zone 1: No buildings shall be located in Safety Zone 1.
- Zone 3: At least 15% of the zone shall remain as open land* and occupancy shall be limited to 100 people per acre on average and a maximum of 300 people in any one acre.
- Zone 6: At least 10% of the zone shall remain as open land* or an open area every ¼ mile to ½ mile is required; occupancy shall be limited to 300 people per acre on average and a maximum of 1,200 people in any one acre.

Open land is defined as areas at least 300 feet long by 75 feet wide (about 0.5 acre) that are relatively level and free of tall vertical objects such as structures, overhead lines/wires, and large trees and poles greater than 4 inches in diameter and taller than 4 feet above the ground. In the Project area, surrounding roads (Eucalyptus, Campus, and Merrill Avenues), drive aisles, flood control basins, and truck yards can be considered as acceptable open lands in urbanized settings.

Williamson Act Contracts

The California Land Conservation Act of 1965, commonly referred to as the Williamson Act, enables local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space use. In return, landowners receive property tax assessments that are much lower than normal because they are based upon farming and open space uses as opposed to full market value. The motivation for the Williamson Act is to promote voluntary land conservation, particularly farmland conservation. At the time of the publication of the Notice of Preparation (NOP), there was an active Williamson Act Contract (Contract #72-392) on APN 1054-051-01, 02 and 1054-061-01, 02. These parcels are associated with Phase 2 of Project development. However, a notice of non-renewal was recorded, starting the process to terminate this Contract. As one of the discretionary actions associated with the Project, these existing Williamson Act Contracts will be canceled. Cancellation would comply with provisions and requirements identified in Government Code (GC) §51280 et seq. The City would be required to make the required statutory findings (GC §51282(a)). The landowner would be required to pay the requisite cancellation fee.

SB330 Replacement Site

As stated previously, the Project will create an Overlay District on an “SB330 Replacement Site” to increase the residential zoning capacity by 1,352 dwelling units or an overall increase of approximately 37% in dwelling units for this 473-acre area. This will offset the “loss” of residential zoning capacity within the Project site. An Overlay District would require a Zone Change and GPA which will be implemented by the City in order to effectively rezone the site to accommodate increased residential density to ensure compliance with SB330. (refer to *Figure 3-3, SB330 Replacement Site*). As part the City’s current TOP

Update process, City staff are evaluating this SB330 Replacement Site area for even higher density land uses than assumed in this EIR, to create a mixed used transit-oriented area (the TOP 2050 Update EIR and the City's Housing Element EIR currently envision the SB330 Replacement Site area with approximately 10,161 DU and a mixed-use area of 44 acres).

3.2 PROJECT BACKGROUND

The Project area is located within the City's Ontario Ranch area (formerly known as New Model Colony), which comprises a portion of the former San Bernardino County Agricultural Preserve annexed by the City of Ontario in 1999. Ontario Ranch is among the last significantly underdeveloped areas in the San Bernardino Valley. The Project site is located between CA-83, CA-60, I-15 and CA-91, and bound by Eucalyptus Avenue to the north, Campus Avenue to the west, Merrill Avenue to the south, and Grove Avenue to the east. In 2010, the City of Ontario adopted The Ontario Plan (TOP), the City's General Plan, which serves as the City's business plan and includes a long-term vision and a principle-based Policy Plan. The Ontario Plan (including its Policy Plan) is referred to as the TOP in this Draft Environment Impact Report (EIR). In 2009, the City adopted the TOP and certified the TOP EIR. The TOP designates the Project site as Low-Medium Density Residential at 5.1-11 dwelling units per acre and Business Park at a maximum 0.6 floor area ratio (FAR).¹ The Project site is within the Ontario Airport² and Chino Airport Influence Areas.³ Additionally, the Project site is zoned with an Agricultural Overlay.⁴

The proposed Project site is currently occupied by agricultural uses, including a dairy farm and row crops, and vacant land. There are seven residential structures located throughout the Project site. Dairy farming and agriculture have been the primary uses of the property since the 1930s or earlier. The Project also includes dairy barns, a storage structure (frigerated and non-refrigerated), feed storage barns, and numerous livestock corrals. There are large existing retention ponds that collect agricultural waste. There are three potable water wells located throughout the proposed Project site and two above ground fuel storage tanks along with various mechanical systems for dairy production practices. The remainder of the proposed Project site is used as irrigated cropland with berms located along the site perimeter. To the north, east, and west of the proposed Project site exists mostly rural farmland, and to the south is the Chino Airport. The existing site conditions are described in detail under the Environmental Setting subsection of each resource-specific section. The purpose of the SB330 Replacement Site area is to achieve no net loss of residential unit density in the City.

3.2.1 Housing Accountability Act (Senate Bill [SB] 330; Govt. Code §65589.5 et seq.)

The "Project" addressed in this EIR addresses the potential impacts associated with relocating residential density from the Project site to the SB330 Replacement Site, pursuant to, the Housing Crisis Act of 2019

¹ City of Ontario. Rev. 2020. Exhibit LU-01 Land Use Plan. [ht222tps://www.ontarioplan.org/wp-content/uploads/sites/4/2020/12/TOPLUP_Map24x3610_6_20201221.pdf](https://www.ontarioplan.org/wp-content/uploads/sites/4/2020/12/TOPLUP_Map24x3610_6_20201221.pdf) (accessed January 2021).

² City of Ontario. 2010. Map 2-1 Compatibility Policy Map: Airport Influence Area. <https://www.ontarioplan.org/wp-content/uploads/sites/4/2015/05/policy-map-2-1.pdf> (accessed January 2021).

³ [The City of Ontario is currently preparing an Airport Land Use Compatibility Plan for Chino Airport which relies on the California Airport Land Use Planning Handbook published by Caltrans Division of Aeronautics, that is expected to be adopted in 2022.](#)

⁴ City of Ontario. Rev. 2018. Zoning Map. [https://www.ontarioca.gov/sites/default/files/Ontario-Files/Planning/zoning\(c\)36x48_10_3_1_03292019.pdf](https://www.ontarioca.gov/sites/default/files/Ontario-Files/Planning/zoning(c)36x48_10_3_1_03292019.pdf) (accessed January 2021).

(Government Code §6300). SB330 requires in part, that where a development project results in reducing the number of housing units allowed under existing zoning, the city must concurrently rezone other parcels such that there is no “net loss” of the total allowable housing development in the city.

3.3 PURPOSE AND STATEMENT OF OBJECTIVES

The Project provides zoning regulations for development of the Project site by establishing permitted land use, development standards, infrastructure requirements, and implementation requirements for development. A comprehensive set of design guidelines and development regulations are included to guide and regulate site planning, architectural character, and landscape within the community, ensuring that excellence in community design is achieved during project development. The Project establishes the procedures and requirements to approve new development within the Project site.

The purpose of the Project is to:

- Provide a planning framework that responds to the physical and market driven aspects of future development opportunities;
- Specify adequate and coordinated infrastructure, utilities, and public services for this area of the Ontario Ranch;
- Promote compatible uses and interfaces with adjacent properties;
- Ensure the appropriate location and intensity of uses through new development parameters; and
- Conform with State laws and local ordinances and policies for the preparation of the Project.

Objectives for the Project are defined in the Project to aid decision-makers in their review of the Project and its associated environmental impacts. The Project objectives have been refined throughout the planning and design process for the proposed Project and are listed below⁵:

- Create a professional, well-maintained and attractive environment for the development of a multi-purpose business park, industrial and warehousing/office space complex.
- Provide the entitlements and framework for the development of approximately 5.3 million SF of business park and industrial general.
- Provide employment opportunities for community residents.
- Facilitate the construction of utilities, roads, and other major infrastructure investments that will be sufficiently sized to adequately serve the proposed Project area.
- Expand the City’s industrial uses in proximity to local airports and regional transportation networks.
- Create an economic engine to drive future growth in the Project area, spur infrastructure improvements in the area, and implement the Project vision.

⁵ South Ontario Logistics Center Specific Plan. (2020). *Section 1.1, Introduction. Page 1-1.*

3.4 PROJECT CHARACTERISTICS

“Project” as defined by the State CEQA Guidelines, means:

“...the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, and that is any of the following: (1)...enactment and amendment of zoning ordinances, and the adoption and amendment of local General Plans or elements thereof pursuant to Government Code §§65100-65700. (State CEQA Guidelines §15378[a]).”

3.4.1 Description of the Project

The proposed 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. The Project also includes rezoning of the SB330 Replacement Site through use of an Overlay District, pursuant to SB330. The development would include eight concrete tilt-up buildings totaling up to 5,333,518 SF of business park, warehouse and ancillary office space. The Project is proposed in two phases. Phase 1, comprised of Planning Areas (PA) 1 and 2, would allow approximately 3,174,518 SF of industrial and business park uses. Phase 1 consists of the construction of Buildings 1 through 8 as numbered in *Figure 3-4, Conceptual Site Plan* and includes the Development Plan (PAs 1 and 2). This phase may be developed in several subphases in response to market demands and according to the logical and orderly completion of infrastructure improvements. The Development Plan proposes the construction of eight industrial/warehouse buildings totaling 2,920,792 square feet of “Industrial” and “Business Park” land use. Phase 1 is depicted in *Figure 3-4, Conceptual Site Plan*, and is evaluated at a “project-level” in the EIR. The EIR also evaluates, at a “programmatic” level, potential future development of Phase 2, comprised of PAs 3 (business park), 4 (industrial) and 5 (industrial) (no specific development proposals have been identified for the Phase 2 area). The EIR evaluates the total maximum allowable development in the Project area, which is 5,333,518 SF of industrial and business park land uses and associated on-site and off-site infrastructure improvements.

3.5 APPROVALS REQUESTED AS PART OF THE PROJECT

The following summarizes the requested Project approvals. For additional details refer to Project submittals on file and available for review at the City of Ontario Planning Department.

General Plan Amendment (PGPA19-004)

The proposed General Plan Amendment (GPA) would amend the City’s General Plan Land Use Map⁶ by changing the existing land use designations of the 219.39-acre Project site from 157.06 acres of “Low Medium Density Residential” and 62.36 acres of “Business Park” to 184.26 acres of “Industrial” and 35.16 acres of “Business Park” to facilitate development of the Project site (refer to *Figure 3-6, Existing and Proposed Land Use Designations*). Pursuant to SB330, an additional GPA would be processed concurrently by the City to increase density within the SB330 Replacement Site area to achieve no net loss of residential unit density in the City.

⁵ City of Ontario. Rev. 2019. Exhibit LU-01 Land Use Plan. https://www.ontarioplan.org/wp-content/uploads/sites/4/2015/09/LU-01-TOPLUP_-_Rev-Sept-2019.pdf (accessed January 2021).

South Ontario Logistics Center Specific Plan (PSP19-001)

The Project Specific Plan provides zoning regulations for development of the Project site by establishing permitted land uses, development standards, infrastructure requirements, and implementation requirements. Implementation of the proposed Specific Plan would achieve the intent of TOP for the Project site.

Land Use Plan

The Project consists of five PAs accommodating a variety of industrial-serving commercial, low-intensity office, technology, light manufacturing, and warehouse/distribution uses that are compatible with the Project site's location within Safety Zone 1, 3 and 6 of the Chino Airport Influence Area. Chino Airport Runway 21 Runway Protection Zone and Code of Federal Regulations Part 77 height restriction of the Chino Airport. The Project Specific Plan's Land Use Plan implements the vision of TOP by providing opportunities for employment in manufacturing, distribution, and research and development at intensities designed to meet the demand of current and future market conditions. The Land Use Plan identifies the location of the land use designations for the Project area. The Project zoning mirrors the TOP Land Use Districts and is identified along with the five PAs.

Business Park (BP) Zoning District: The BP zoning district accommodates industrial-serving commercial, low intensity office uses, and certain light industrial uses. Development within this district is typically multi-tenant in nature; however, single-tenant buildings are not precluded.

Industrial (IG) Zoning District: The IG zoning district accommodates storage and warehousing uses located in larger buildings on larger sites. Uses may include e-commerce, high cube warehouses, or distribution. A wide range of manufacturing and assembly uses are also permitted in this district.

The land use types proposed by the Project are summarized below in *Table 3-2, Maximum Project Buildout*. This table provides the maximum allowable gross building area for each PA at its associated floor area ratio. Development standards, such as setbacks, parking, landscaping, infrastructure, and site design, may reduce the maximum gross square footage.

Table 3-2: Maximum Project Buildout^{1, 2}

Planning Area	Maximum Floor Area Ratio	Site Acreage	Maximum Building Square Footage
Phase 1			
Planning Area 1: BusinessPark	0.60	23.65	618,076 SF
Planning Area 2: Industrial	0.55	106.71	2,556,442 SF
Phase 2			
Planning Area 3: BusinessPark	0.60	11.52	300,972 SF
Planning Area 4: Industrial	0.55	60.06	1,438,914 SF
Planning Area 5: Industrial	0.55	17.45	419,114 SF
TOTAL		219.39	5,333,518 SF
Notes:			
1. The numbers were rounded to present a conservative estimate.			
2. Provided the General Plan Amendment application submitted in conjunction with this Specific Plan to designate PAs 1 and 3 as Business Park and PAs 2,4, and 5 as Industrial – General is approved.			

Conceptual Site Plan

The conceptual site plan for the Project is presented in *Figure 3-4, Conceptual Site Plan*. Under this conceptual plan, PA 1 (Business Park Zoning District) is developed with five buildings totaling 464,672 square feet (SF) and PA 2 (Industrial – General Zoning District) is developed with three buildings totaling 2,461,120SF (refer to Table 3-3, Conceptual Site Plan). Cumulatively, the eight buildings depicted in the conceptual site plan provide 2,920,792 SF of development.

The conceptual site plan reflects current market trends, site conditions, and planned infrastructure. However, the conceptual site plan may be modified, provided it does not exceed the maximum building area presented in *Table 3.2, Maximum Project Buildout* and complies with this Project and applicable provisions of the City Development Code.

Refer to the Development Plan discussion below for the site-specific development proposal being evaluated in this Program EIR, for the Phase I portion of the Project. Note that the Development Plan includes slightly less square footage than the maximum allowed for under the proposed zoning (see Table 3-2 above).

Table 3-3: Conceptual Site Plan

Planning Area	Specific Plan Zoning District	Site Acreage	Proposed Conceptual Bldg. Sq. Footage
1	BP	23.65	464,672 SF
2	IG	106.71	2,461,120 SF
TOTAL		130.36	2,920,792 SF

Note that all off-site improvements identified for this Project have already been addressed in prior CEQA documents (such as the Ontario Ranch Business Park Final EIR (approved October 2020) and Merrill Commerce Center Specific Plan Final EIR (approved November 2020)) or are part of the City’s planned regional infrastructure system, for which the Project will participate in funding. Off-site improvements for these prior CEQA documents consisted of asphalt demolition, fine grading, utility trenching, asphalt paving, finishing and landscaping.

Street and Access Plan

The Project Specific Plan's proposed Conceptual Vehicular Street Plan and Access Plan, *Table 3-4* below, facilitates movement of vehicles, pedestrians and cyclists within the Project area, and it is consistent with the City’s Roadway Classification System (*Figure 3-7, Roadway Classification Plan*). Access to and from the Project area would be provided by the surrounding roadways, such as the ones bordering the site. The Project includes frontage improvements such as parkway and roadway to the area surrounding the site. The full buildout of the Project is identified below including types of streets and right-of-way (ROW) dedications, with the Project responsible for a half-width improvement only.

Figures 3-8a and 3-8b, Street Sections presents typical street cross sections for Grove, Eucalyptus, Merrill, and Bon View, and Campus Avenues. Preliminary improvement responsibilities are indicated in the cross sections; however, final fair share responsibilities for street improvements shall be as determined in a Development Agreement with the City. Conceptual streetscape design is presented in the Specific Plan’s

Design Guidelines for this Project. Road surface, sidewalk, and trail improvements within the Project area shall be approved by the City’s Engineering Department.

Table 3-4: Circulation and Access Plan

Street	ROW in feet	Type	Lanes
Merrill Avenue	98	Collector Street	4
Grove Avenue	124	Other Principal Arterial	4
Bon View Avenue	66	Local Industrial	2
Campus Avenue	108	Minor Arterial	4
Eucalyptus Avenue	108	Collector Street	4

Grove Avenue. Grove Avenue is located along the eastern boundary of the Project area and is designated as an “Other Principal Arterial” in TOP’s Functional Roadway Classification Plan. Grove Avenue is designed with a 124-foot-wide right-of-way, a 28-foot-wide center median, and 28-foot-wide pavement from median to curb face. The existing street ROW varies; therefore, a varied street dedication of 10 to 29 feet is required. An additional 20 feet dedication for the following neighborhood edge is required.

The Grove Avenue streetscape design illustrated in Design Guidelines of the Project Specific Plan⁷ specifies 20-foot-wide parkways that include a five-foot wide sidewalk and 20-foot-wide landscape buffer setbacks. The east side also includes an eight-foot-wide decomposed granite multipurpose trail. Together, the parkways and landscape buffer setbacks create 40-foot-wide neighborhood edges as specified in the *Ontario Ranch Colony Streetscape Master Plan*.

Eucalyptus Avenue. Eucalyptus Avenue is located along the northern boundary of the Project area, providing east/west access to the site. Eucalyptus Avenue is designated by the Functional Roadway Classification Plan as a four-lane Collector Street. The Project Specific Plan specifies a 108-foot-wide ROW with 84 feet of pavement including curb/gutter. An additional 23-foot dedication for the neighborhood edge is required.

The Eucalyptus Avenue streetscape design presented in Design Guidelines⁸, for the south side of the street adjacent to the Project site specifies a 12-foot-wide parkway including a seven-foot-wide curb-adjacent landscaped area and a five-foot wide sidewalk and a five-foot wide Class II on street bike lane at the edge of the street. The north side also provides an eight-foot-wide on-site multipurpose trail within a 23-foot-wide landscape buffer setback. Together, the parkway and landscape buffer setback create a 35-foot-wide neighborhood edge, as described in the *Ontario Ranch Colony Streetscape Master Plan*. A 21-foot dedication in fee simple would be required for Eucalyptus Avenue.

Merrill Avenue. Merrill Avenue is designated as a four-lane Collector Street in the Functional Roadway Classification Plan and provides east-west access to the Project’s southern boundary. The centerline of this street forms the boundary between the City to the north and the City of Chino to the south. The Project Specific Plan specifies a 98-foot-wide ROW and 74 feet of pavement including curb and gutter for Merrill Avenue. An additional 23-foot dedication for the neighborhood edge is required on the north side.

⁷ Specific Plan, Chapter 5 Design Guidelines. Section 5.3.1.1, Grove Avenue Streetscape.

⁸ Ibid.

The Merrill Avenue streetscape design presented in Design Guidelines⁹, for the north side of the street adjacent to the Project site includes an eight-foot-wide Class II on-street bike lane at the edge of the street, a seven-foot-wide curb-adjacent landscaped area, and a five-foot wide sidewalk. An eight-foot-wide multipurpose trail is located within a 23-foot-wide landscape buffer setback. Together, these improvements establish a 35-foot-wide neighborhood edge, as specified in the *Ontario Ranch Streetscape Master Plan*. A 21-foot street dedication in fee simple would be required for Merrill Avenue.

Bon View Avenue. Bon View Avenue is designated as a Local Industrial with a 66-foot-wide ROW and 48 feet of pavement including curb and gutter. The Bon View Avenue right-of-way exists, and no dedication is required.

The Bon View Avenue streetscape presented in Design Guidelines¹⁰ specifies 9-foot-wide parkways including a five-foot-wide sidewalk.

Campus Avenue. Campus Avenue is located along the western boundary of the Project area, providing west access to the site. Campus Avenue is designated as a Minor Arterial Street per the Functional Roadway Classification Plan. The Project Specific Plan specifies a 108-foot-wide ROW and would require a 29-foot half-width dedication and a 12-foot parkway including the sidewalk. An additional 23-foot dedication in fee simple for the neighborhood edge is required.

The Campus Avenue streetscape presented in Chapter 5, Design Guidelines¹¹, specifies a 12-foot parkway with a 5-foot sidewalk and an 8-foot multipurpose trail as part of the 35-foot Neighborhood Edge on the east side, while the western side includes a five-foot wide Class II on-street bike lane at the edge of the street.

Local Circulation

Final site planning and off-site design shall be subject to City approval. In addition to the typical street sections described and depicted, additional right-of-way and geometric enhancements such as additional left turn and right turn lanes, including but not limited to those at intersections, may be required to adequately mitigate impacts identified in the Traffic Impact Analysis/Specific Plan EIR. Local roadway circulation shall accommodate trucks with a double trailer combination wheelbase of 67 feet (known as the WB-67 design vehicle).

Driveways shall conform to access requirements of the City Traffic and Transportation Design Guidelines and be to the satisfaction of the City Engineer. Driveway locations, specifically those that are in proximity to master-planned or future traffic signals, shall be located so as not to interfere with queues as projected in the Traffic Impact Analysis. The use of surrounding roads, drive aisles and truck parking lots to address the open land requirement for the Chino Airport Overlay zone is discussed in the Project Specific Plan Section 2.2, Airport Influence Areas.

⁹ Ibid.

¹⁰ Specific Plan, Chapter 5 Design Guidelines. Section 5.3.1.1, Grove Avenue Streetscape.

¹¹ Ibid.

Fair share responsibilities for street improvements would be addressed in a Development Agreement with the City.

Traffic Control Devices

Traffic signs regulating, warning, and/or guiding traffic on public roads shall conform to the California Manual on Uniform Traffic Control Devices (MUTCD), latest edition. Traffic-control signs, whether on public or private property, shall conform to the California MUTCD.

Truck Routes

The City designates and maintains a network of truck routes that provide for the effective transport of goods while minimizing negative impacts on local circulation and noise-sensitive land uses. Merrill Avenue, which runs along the southern boundary of the Project area, is a designated truck route from Euclid Avenue to Archibald Avenue. Portland cement concrete (PCC) pavement shall be installed per City Standard 1207 at signalized intersections along truck routes.

Pedestrian Circulation

Sidewalks would be provided along both sides of the street to improve safety and the pedestrian experience, connect the various parts of the Project area, and expand access to nearby land uses. Sidewalks shall be five-feet wide, constructed of concrete, and installed in conjunction with adjacent roadway improvements.

Trails and Bike Paths

Trails and bicycle paths provide an additional mode of circulation in and around the Project area.

Eight-foot-wide multipurpose trails are provided on the east side of Grove Avenue, and east side Campus, the north side of Eucalyptus Avenue and the north side of Merrill Avenue.

TOP Mobility Element specifies a Class II bikeway on the north side of Merrill Avenue, south side of Eucalyptus and on the west side of Campus Avenue. A Class II bikeway is defined as a dedicated (striped) lane along the street, with no parking allowed in the bike lane. This bike lane provides linkages to the City's bike path system. Eight-foot-wide multipurpose trails are provided on the east side of Grove Avenue, east side of Campus, the north side of Eucalyptus Avenue and the north side of Merrill Avenue.

The Project's trail and bikeway improvements shall be installed in conjunction with street improvements. The City reserves the right to implement bike lanes on Eucalyptus Avenue at the discretion of the Traffic and Transportation Division.

Transit

Transit options provide an alternative mode of transportation for motorists and a primary mode for the transit-dependent. The City is coordinating with regional transit agencies to implement Bus Rapid Transit (BRT) service to target destinations and along corridors, including Euclid Avenue west of the Project area.

Potable Water Plan

Potable water services for the Project site would be provided by the City. Potable water is provided by imported water from the Water Facilities Authority (WFA), Chino Basin Desalter Authority (CDA) and groundwater from the Chino Basin, extracted via the City's wells. The WFA was formed in 1980 as a Joint Powers Authority by the cities of Chino, Chino Hills, Ontario and Upland, and the Monte Vista Water District. It was formed to construct and operate water treatment facilities that provide a supplemental supply of potable water to its member agencies.

925 Pressure Zone (PZ) Phase 2 West Backbone

Currently, there are no City potable water mains or City potable water infrastructure in the vicinity of the Project area. Potable Water System Improvements for the Project area (*Figures 3-9a and 3-9b, Potable Water Plan*) require the planning, design, and construction of the 925 Pressure Zone (PZ) Phase 2 West Backbone, which includes: Extending the 24-inch potable water main in Eucalyptus Avenue from Carpenter Avenue to Grove Avenue; installing a 30-inch to 42-inch potable water main in Grove Avenue connecting from the 24-inch potable water main in Eucalyptus Avenue and extending to Chino Avenue; installing an 18-inch potable water main in Chino Avenue connecting from the 30-inch to 42-inch potable water main in Grove Avenue and extending to connect to the end point of an existing 18-inch potable water main on the west side of the Cucamonga Channel; installing a 42-inch potable water main in Grove Avenue that ended at Chino Avenue and extending to Philadelphia Street; installing a 42-inch potable water main in Philadelphia Street connecting from the 42-inch potable water main in Grove Avenue and extending to Cucamonga Avenue; installing a 42-inch potable water main in Cucamonga Avenue connecting from the 42-inch potable water main in Philadelphia Street and extending to Bon View Avenue Reservoir site and to the Reservoir. At the time this Project Specific Plan was prepared, the alignment of the 42-inch water line between Chino Avenue and the water reservoir site had not been finalized and is subject to change. This Project will be required to participate in the future Phase 2 Water System Improvements north of Chino Avenue, as detailed in the development agreement with the City (Project fair-share participation in City master plan improvements).

Secondary Loop

In addition to the 925 PZ Phase 2 West Backbone, the Project area requires the planning, design, and construction of a Secondary Industrial 16-inch Loop between the 925 PZ Phase 2 West Backbone and the Project area which includes: installing a 16-inch potable water main in Eucalyptus Avenue connecting to the 30-inch to 42-inch 925 +Phase 2 West Backbone main in Grove Avenue and extending to Campus Avenue; installing a 12-inch potable water main in Campus Avenue connecting from the 16-inch potable water main in Eucalyptus Avenue and extending to Merrill Avenue; installing a 16-inch potable water main in Merrill Avenue connecting from the 12-inch potable water main in Campus Avenue and extending to Walker Avenue; installing a 16-inch potable water main in Walker Ave from the 16-inch potable water main at Merrill Avenue and extending northerly to connect to the existing 24-inch potable water main at Eucalyptus Avenue (Project fair-share participation in City master plan improvements).

Adjacent Potable Water System

The Project area also requires the planning, design, and construction of the Adjacent Potable Water System, which includes: installing a 12-inch potable water main in Bon View Avenue connecting to the 16-inch potable water main in Eucalyptus Avenue and extending to connect to the 16-inch potable water main in Merrill Avenue; and, installing a 12-inch potable water main in Grove Avenue connecting to the 16-inch potable water main in Eucalyptus Avenue and extending to connect to the 16-inch potable water main in Merrill Avenue (Project fair-share participation in City master plan improvements).

At minimum, the full Potable Water Infrastructure shown on *Figures 3-9a and 3-9b, Potable Water Plan* shall be completed as part of Phase 1 of the Project, which includes 925 PZ Phase 2 West Backbone, the Secondary Loop, and the Adjacent Potable Water System.

Water mains required to serve the Project would need to be constructed prior to or concurrent with on-site water improvements, as discussed further in Section 4.15, Utilities and Service Systems. Within the Project site, a network of 2-inch water lines for domestic water service and 8- to 10-inch water lines for fire service water would be installed. The on-site water system includes connections to the water main in Eucalyptus Avenue to serve PA-1 and to the main in Merrill Avenue to serve PA-2.

Until the ultimate pipeline network for the area surrounding the Project site has been completed, there may be instances where construction of improvements to serve a project may not meet the required fire flow demands. Therefore, development within the Project area may be required to construct additional pipelines not indicated in the Master Plan or upsize master planned pipelines to meet Fire Department fire flow requirements and/or Water Master Plan criteria. The developer shall submit a hydraulic analysis to the City for review and approval to demonstrate adequate fire flow and adherence to Potable Water Master Plan criteria.

The overall water infrastructure plan to serve the City is shown on *Figure 3-10, City of Ontario Ultimate Water System*. The City's ultimate domestic water system consists of five pressure zones. Most of Ontario Ranch (including the Project area) is located within the 925 PZs. The sizing and alignment of potable water lines shall follow the current approved City water system plan. Transmission line locations are subject to change, based on City conducted and approved hydraulic analysis. Required potable water infrastructure is subject to change based upon findings of the approved hydraulic study and master plan updates.

Recycled Water Plan

The City Ordinance 2689 requires all new development in Ontario Ranch to connect to and use recycled water for all approved uses, including but not limited to landscape irrigation. Prior to use of recycled water, approval from the City and State Water Resources Control Board (SWRCB) is required. Interim connection to potable water is not allowed.

Currently, there are no City recycled water mains or City recycled water infrastructure in the vicinity of the Project Area. Recycled Water is provided to the City by the Inland Empire Utilities Agency (IEUA) from its four wastewater reclamation plants. The entire Project area is within the City's master-planned 930 PZ. Recycled Water Infrastructure Improvements for the Project area (*Figure 3-11, Recycled Water Plan*)

require the planning, design, and construction of 930 PZ Recycled Water Master Plan mains, which includes: installing a 12-inch recycled water main in Eucalyptus Avenue connecting to the 8-inch recycled water main in Grove Avenue and extending to connect to the IEUA 30-inch recycled water main in Eucalyptus Avenue at Bon View Avenue; installing an 8-inch recycled water main in Bon-View Avenue to connect to the IEUA 30-inch recycled water main in Eucalyptus Avenue and extending to connect to the 8-inch recycled water main in Merrill Avenue; installing an 8-inch recycled water main in Merrill Avenue connecting to the 8-inch recycled water main in Sultana Avenue and extending to connect to the 8-inch recycled water main in Grove Avenue; installing an 8-inch recycled water main in Grove Avenue connecting to the 8-inch recycled water main in Merrill Avenue and extending to connect to the 12-inch recycled water main in Eucalyptus Avenue (Project fair-share participation in City master plan improvements).

The layout and construction of planned developments within the Project area may require a project specific 8-inch recycled water main in Campus Avenue, connecting to the 8-inch recycled water main in Merrill Avenue, and extending to the 30-inch RW main in Eucalyptus Avenue. It may also require an 8-inch recycled water main in Merrill Avenue, connecting to the 8-inch recycled water main at Campus Avenue and Sultana Avenue.

The future recycled water system to serve the City is included as part of Phase 1 development and shown on *Figure 3-12, City of Ontario Future Recycled Water System*. The sizing and alignment of existing and proposed recycled water lines are also shown in *Figure 3-12*. Sizing and alignment of the recycled water lines will be consistent with the City's Recycled Water System Master Plan and/or a City approved hydraulic analysis.

Sewer Plan

Regional wastewater treatment services are provided to the City and its neighboring agencies by the IEUA. Several regional trunk sewers collect sewage generated in the City and transport it to IEUA's Regional Plant No.1 and Regional Plant No.5 for treatment. The City's sewer service area is divided into eight sewer sheds, primarily based on the outlet points where the City's system ties into the IEUA downstream facility. Ontario Ranch is located in Sewer shed 8.

Sewer services for the Project site would be provided by the City. There are no sewer mains located within the broader vicinity of the Project area; therefore, the Project includes a network of new public sewer mains (*Figure 3-13, Sewer Plan*), consistent with the City's Ultimate Sewer System Plan (*Figure 3-14, City of Ontario Ultimate Sewer System*). A Sewer Sub-Area Master Plan (SSAMP) shall be prepared for each tract map and development within the Project. A 36-inch sewer main will connect to an existing IEUA interceptor trunk main sewer located in Kimball Avenue to the south, run north in Euclid Avenue to Merrill Avenue, then stays a 36-inch sewer main east to Grove Avenue. The IEUA interceptor trunk sewer main is 54-inches east of Euclid and 60-inches west of Euclid Avenue. An 18-inch sewer main would run from Merrill Avenue north within Bon View Avenue and Grove Avenue to Eucalyptus Avenue. A sewer main will run within Eucalyptus Avenue, from a point west of Grove Avenue to Bon View Avenue where it will connect to the 18-inch sewer main within Bon View Avenue. The size of the Eucalyptus Avenue sewer main will be determined during development plan preparation for PA1 and PA2. As noted above, these

off-site improvements are part of the City's master planned facilities and have already been evaluated in prior CEQA documents.

The ultimate sizing and alignment of sewer infrastructure shall be consistent with the City ultimate sewer system plan and/or a City conducted and approved hydraulic analysis. A Sewer Sub-Area Master Plan (SSAMP) shall be prepared for each tract map and development within the Project.

Storm Drainage Plan

A proposed Storm Drain Management Plan, designed per the City's Master Plan standards, is in development which would provide a network of drainage lines on and off-site, accommodating stormwater runoff flows.

The Project area storm drain improvements (*Figure 3-15, Storm Drain Plan*) are consistent with the facilities specified in Drainage Area XIV of the City Planned Drainage Facilities (*Figure 3-16, City of Ontario Planned Drainage Facilities*).

Catch basins located throughout the site will collect runoff. On-site storm drain systems will convey runoff to the following facilities: a 120-inch storm drain in Grove Avenue that would lead south to existing facilities via modification of an existing channel; a 102-inch reinforced concrete pipe in Bon View Avenue; 60-inch reinforced concrete pipe in Merrill Avenue adjacent to the Project area which will transition to a 120-inch reinforced concrete pipe running west to a reinforced concrete box at Euclid Avenue; a 54-inch storm drain in Campus Avenue which connects to the future storm drain in Merrill Avenue; and a 10-foot by 10-foot storm drain in Euclid Avenue connecting to the Prado flood control basin. Further, the Project will be conditioned to contribute to the construction of the Master Planned Euclid Avenue storm drain, south of Merrill Avenue.

Additional on-site storm drain improvements include storm water detention/retention/water quality basins, which would capture, treat, and/or gradually release storm water into the downstream public storm drain system. On-site stormwater treatment would incorporate underground chambers installed within each building's parking area.

Development within this Project shall be required to construct the ultimate storm drain improvements within the City if they are not installed at the time of development (Project fair-share participation in City master plan improvements).

Each storm drain in Campus Avenue, Bon View Avenue, Grove Avenue, and Merrill Avenue will be equipped with a hydrodynamic separator, or series of hydrodynamic separators to satisfy the statewide trash mandate. Each device will be approved by and listed on the Certified Full Capture System List of Trash Treatment Control Devices of the State Water Resources Control Board (SWRCB).

National Pollutant Discharge Elimination System (NPDES) Compliance

In order to comply with the current requirements of the San Bernardino County NPDES Stormwater Program's Water Quality Management Plan (WQMP) for significant new development projects, the grading and drainage of the Project area will be designed to retain/infiltrate, harvest, and re-use or biotreat

surface runoff. The objective of the WQMP for this Project is to minimize the detrimental effects of urbanization on the beneficial uses of receiving waters, including effects caused by increased pollutants and changes in hydrology. These effects may be minimized through the implementation of site designs that reduce runoff and pollutant transport by minimizing impervious surfaces and maximizing on-site infiltration, employing Source Control Best Management Practices (BMP's), or using on-site structural Treatment Control BMP's where the infeasibility of installing Low Impact Development BMP's is demonstrated.

All Priority Land Use (PLU) areas within the Specific Plan Area shall comply with the statewide Trash Provisions adopted by SWRCB and trash requirements in the most current San Bernardino County Area-Wide MS4 Permit.

New development within the Project area would utilize a variety of Low Impact Development site drainage designs to manage stormwater, including but not limited to retention/infiltration basins, trenches and swales, and above ground bio-treatment systems. Development projects within the Project area would comply with the latest Low Impact Development guidelines and incorporate features including, but not limited to:

- Landscape designs that promote water retention and incorporation of water conservation elements such as use of native plants and drip irrigation systems;
- Permeable surface designs in areas with low traffic;
- Parking lots that drain to landscaped areas to provide retention and infiltration, or bio-treatment where infiltration is infeasible;
- Limited soil compaction during grading operations within landscaped storm water infiltration areas of not more than 80 percent compaction.

Prior to issuance of a grading or construction permit, a Storm Water Pollution Prevention Plan (SWPPP), Erosion & Sediment Control Plan sheets, and a WQMP shall be prepared and approved. The SWPPP and Erosion & Sediment Control Plan Sheets shall identify and detail all appropriate BMP's to be implemented or installed during construction of the Project, and the WQMP shall describe all post-construction BMP's designed to address water quality and quantity of runoff for the life of the Project.

Conceptual Grading Plan

The topography of the site is moderately flat, sloping from the northeast to the southwest with approximately a 17-foot drop in elevation across the Project area. The grading activities for the Project area will generally consist of clearing and grubbing, demolition of existing structures, and moving surface soils to construct building pads, driveways and streets.

Conceptual grading and earthwork analysis indicate the Project can be balanced on-site. Earthwork will include approximately 425,912 cubic yards (CY) of cut and 425,912 CY of fill with 272,777 CY of over-excavation. Geotechnical and/or environmental conditions encountered during grading operations may impact final earthwork calculations. Grading plans for each development project within the Project area

shall be reviewed and approved by the City prior to the issuance of grading permits. Grading plans and activities shall conform to the City's grading ordinance and dust and erosion control requirements.

All landscaped areas within the Project area shall be graded as shallow swales and designed to accept runoff water from impervious surfaces. Water quality retention basins, trenches, etc., (the exact location of which would be determined at the time of WQMP approval for individual implementing projects) would have a maximum side slope of 3:1.

Dry Utilities Plan

Utility services provided to the site shall be installed underground in accordance with City guidelines.

Communication System

According to the City 2013 Fiber Optic Master Plan, the fiber optic infrastructure, including approximately 23 miles of backbone fiber south of Riverside Drive, is an investment in a long-term capital asset using newly constructed and existing conduit to provide high speed communication links to key locations throughout the City. Developments within Ontario Ranch are required to install and provide fiber conduit to all improved lots. Proposed on-site facilities would be placed underground within a duct and structure system that would be installed by the developer. Pursuant to the City's Fiber Optic Master Plan, the fiber optic network would be owned and operated by the City and as such maintenance of the installed system would be the responsibility of the City and/or Special District fiber optic entity and not the developer. The Project area would be connected to the City's system as shown on *Figure 3-17, Fiber Optic Plan*.

Natural Gas

Southern California Gas Company maintains 3-inch and 12-inch mains in Eucalyptus Avenue, a 12-inch main Grove Avenue and 2-inch mains located east and west of the site in Merrill Avenue. Their mains are available to provide service to the Project site. Gas mains would be installed to the individual development projects by the Gas Company, as necessary.

Electrical

Southern California Edison would provide electricity to the Project area from existing facilities in the vicinity. New lines within the Project area shall be installed according to City requirements.

Cable

Charter does not maintain any facilities with the vicinity of the proposed Project site. A main extension would be required if services are desired.

Development Standards and Design Guidelines

Upon adoption of the Project Specific Plan, the development standards and procedures established within the Project Specific Plan will become the governing zoning standards for any new construction, addition, or remodel within the Project area. The Project Specific Plan outlines the allowable uses and standards for building heights, setbacks, parking, coverage, landscape, signage and other development standards within the Project area. Design Guidelines of the Project Specific Plan provide conceptual themes of site

planning, architecture, and landscape design within the Project site. The guidelines are intended to implement the goals and policies of TOP and the Ontario Development Code and meet the following objectives:

- Demonstrate high-quality development that complements and integrates into the community and adds value to the City.
- Create a functional and sustainable place that ensures South Ontario Logistics Center is competitive regionally and appropriate in the Ontario Ranch community.
- Illustrate the distinctive characteristics of the two-land use plan zoning districts: Business Park District (PA-1) and Industrial District (PA-2).
- Establish criteria for building design and materials, landscape design, and site design that provide guidance to developers, builders, architects, landscape architects, and other professionals preparing plans for construction.
- Provide guidance to City staff and the Planning Commission in the review and evaluation of future development projects in the Project area.
- Incorporate construction and landscape design standards that promote energy and water conservation strategies.

Table 3-5, Development Standards, provides a summary of the development standards applicable to the land uses, structures, and related improvements located within the Project area. Refer to the City's Development Code for any standard not addressed below.

Table 3-5: Development Standards

Development Standard	Zoning District	
	BP	IG
Minimum Lot Area	10,000 SF	20,000 SF
Minimum Lot Dimensions		
1. Lot Width	100 ft	100 ft
2. Lot Depth	100 ft	100 ft
Maximum Floor Area Ratio	0.60	0.55
Maximum Building Footprint	125,000SF	N/A
Maximum Landscape Setback		
1. Grove Avenue	20 ft	20 ft
2. Eucalyptus Avenue	23 ft	N/A
3. Merrill Avenue	N/A	23 ft
4. Bon View Avenue	10 ft	10 ft
5. Interior Side	N/A	N/A
6. Interior Rear	N/A	N/A
Minimum Building Setback		
1. Grove Avenue	20 ft	20 ft
2. Eucalyptus Avenue	23 ft	N/A
3. Merrill Avenue	N/A	23 ft
4. Bon View Avenue	10 ft	10 ft
5. Interior Side	10 ft	10 ft

Development Standard	Zoning District	
	BP	IG
6. Interior Rear	10 ft	10 ft
Minimum Parking Space and Drive Aisle Separations		
1. Parking Space or Drive Aisle to Street Property Line	20 ft	10 ft
2. Parking Space or Drive Aisle to Interior Property Line	5 ft	5 ft
3. Parking Space to Buildings, Walls, and Fences	Areas adjacent to public entries and office areas: 10 ft Areas adjacent to other building areas: 5 ft Within screened loading and storage yard areas: 0 ft	
4. Drive Aisles to Buildings, Walls, and Fences	5 ft	5 ft
5. Drive Aisles within Screened Loading and Storage Yard Areas	0 ft	0 ft
Maximum Building Height	45 ft	55 ft
Minimum Landscape Coverage	15%	10%
Walls, Fences, and Hedges	Per Ontario Development Code Division 6.02 (Walls, Fences, and Obstructions) and Section 5.5 (Buffering and Screening) of the Design Guidelines in Chapter 5.	
Notes:		
<ol style="list-style-type: none"> Maximum building footprint limit is applicable only to buildings that front onto a public right-of-way. Setback areas shall be measured from the property line and shall be landscaped. Within yard areas fully screened by a decorative wall, there shall be no minimum drive aisle or parking space setback required, unless adjacent to residentially zoned properties. The minimum separation area between a building, wall, or fence and a parking space or drive aisle shall be fully landscaped. The separation area may include pedestrian walkways, as necessary; however, a minimum 5-foot-wide planter area shall be maintained between a building wall and a pedestrian walkway. The minimum separation dimension shall not include any area devoted to vehicle overhang. Architectural projections, mechanical equipment, and focal elements may be allowed to exceed the maximum height up to 25 percent above the prescribed height limit. The maximum building height and floor area ratio may be restricted pursuant to the Ontario International Airport Land Use Compatibility Plan (ONT ALUCP) and the Chino Airport Land Use Compatibility Plan. Refer to the ALUCP for properties affected by airport safety zones for additional development criteria and policies that may affect allowable land uses. The use of surrounding roads, drive aisles and truck/yards parking lots to address the open land requirement for the Chino Airport Overlay zone is discussed in Chapter 2 (Section 2.2, Airport Influence Areas). 		

Table 3-6, *Off-Street Parking and Loading Design Standards* establishes the design standards for off-street parking in the Project area. Refer to the City Development Code for any parking-related standard not addressed below.

Table 3-6: Off-Street Parking and Loading Design Standards

Development Standard	Requirement
Parking Space Dimensions	
1. Standard Parking	9 feet wide by 18 feet long
2. Tractor Trailer Parking	12 feet wide by 45 feet long
3. At grade loading space	12 feet wide by 18 feet long
Minimum aisle width for 90-degree parking	24 feet
Maximum gradient at parking space	5 percent measured in any direction
Dock-high loading facilities	
1. Dock high door loading space	12 feet wide by 45 feet long with 14-foot minimum vertical clearance measured from finished surface of loading dock.
2. Truck maneuvering area	Meet the minimum practical turning radius of a 53-foot semi-trailer/tractor combination.

Table 3-7, Required Number of Parking and Loading Spaces, specifies the number of parking spaces that must be provided according to land use. For a use not specified in the table, refer to the City Development Code, Table 6.03-1, Off-Street Parking Requirements.

Table 3-7: Required Number of Parking and Loading Spaces

Land Use	Number of Required Spaces
Multi-tenant business park	Per 1,000 square feet of gross floor area: <ul style="list-style-type: none"> • 3 spaces • Required parking for “general office” when exceeding 10% of gross floor area • One tractor trailer parking space per 4 dock-high loading doors
General office when exceeding 10 percent of building gross floor area	4 spaces per 1,000 square feet of gross floor area of office use
Industrial speculative building	Per 1,000 square feet of gross floor area: <ul style="list-style-type: none"> • Up to 50,000 square feet: 1.85 spaces • 50,001 – 100,000 square feet: 1 space • 100,001 square feet and over: 0.5 space • One tractor trailer parking space per 4 dock-high loading doors. • Plus, required parking for “general business offices” and other associated uses, when those uses exceed 10 percent of the building gross floor area.
Manufacturing	1.85 spaces per 1,000 square feet of gross floor area <ul style="list-style-type: none"> • Plus, one tractor trailer parking space per 4 dock-high loading doors. • Plus, required parking for “general business offices” and other associated uses, when those uses exceed 10 percent of the building floor area.
Restaurant (including outdoor seating area up to 25 percent of gross floor area)	<ul style="list-style-type: none"> • Under 2,000 square feet: 5 spaces per 1,000 square feet of gross floor area • More than 2,000 square feet: 10 spaces per 1,000 square feet of gross floor area
Warehousing and distribution (including associated office use if less than 10 percent of building gross floor area)	<ul style="list-style-type: none"> • First 20,000 square feet: 1 space per 1,000 square feet of gross floor area • Additional square feet: 0.5 space per 1,000 square feet of additional gross floor area • Plus, one tractor trailer parking space per 4 dock-high loading doors • Plus, required parking for “general office” and other associated uses when exceeding 10 percent of the building gross floor area

Sufficient off-street loading and unloading spaces shall be provided on each development site, and adequate provisions and space shall be made for maneuvering freight vehicles and handling freight. Loading activity, including turnaround and maneuvering, shall be made on site. Buildings, structures, and loading facilities shall be designed and placed on the site so that vehicles, whether rear loading or side loading, may be loaded or unloaded at any loading dock, door, or area without extending beyond the property line.

Site Design

Site design within PA 1 and 3 (BP District) and PA 2, 4 and 5 (IG District) shall incorporate the following design features.

Key provisions include:

- Provide a well-organized site plan that emphasizes pedestrian connectivity and attractive landscape areas for the public through the location and arrangement of buildings, circulation, and parking areas.
- Orient buildings towards street frontages to create an inviting public perimeter.
- Provide visible pedestrian access to buildings from the street, parking areas, and perimeter sidewalks through signage, prominent architectural features, and landscape design.
- Employ enhanced paving, accent trees, and other landscape features that highlight major building entries.
- Design drive aisles to minimize impact to pedestrians, provide adequate stacking space, and prevent queuing of vehicles onto public streets.
- Locate visitor and short-term parking areas at the front and sides of buildings near primary building entrances.
- Create small parking clusters through the design and placement of landscape areas, drive entrances, and/or buildings to avoid large, visually dominant parking lots.
- Locate loading and storage areas away from streets when feasible, ensure adequate space for vehicle backing and maneuvering on-site, and provide adequate parking for loading vehicles so normal traffic flow is not impeded.
- Screen parking areas and loading docks facing the street using landscape buffers planted with screen trees and drought-tolerant vegetation.
- Orient and screen elements such as trash enclosures, loading bay doors, and service docks to minimize their visibility.
- Locate service entrances to avoid conflict with front entries.
- Place electrical rooms and transformers away from front entries and street views

Architectural Design

The building design, materials, colors, and textures establish its theme and character. Architecture shall be compatible and complementary with other buildings within the Project area; however, design diversity is encouraged to provide visual interest. Although development within PA 1 and 3 (BP District) and PA 2, 4 and 5 (IG District) differ in building height and scale, similar design concepts apply as follows.

Key provisions include:

- Ensure scale, massing, fenestration, materials, and colors are consistent with the building's architectural style and compatible with the overall design in the Project area.
- Avoid blank walls by providing articulation on building elevations visible from the public right-of-way through elements such as cornices, parapets, expression lines, and changes in materials and/or colors.

- Provide the greatest level of articulation on the front facades that are visible from the public rights-of-way and the main entrances.
- Design entry features as a significant aspect of a building's overall composition through massing, detailing, architectural treatments, and/or special materials and colors.
- Employ recessed or covered building entrances to provide shade and visual relief.
- Design office buildings, business parks, and office areas of industrial or warehouse buildings with an emphasis on the use of windows, architectural details, and building articulation.
- Integrate the design of industrial/warehouse office areas into the overall building composition so they create powerful architectural statements and not visually disjointed "add-ons."
- Employ a minimum of four different colors, materials, and/or textures on each building.
- Avoid terminating a change in material or color at a building edge; instead, select a logical termination point in relation to the architectural features or massing.
- Paint exposed downspouts, service doors, and mechanical screens the same color as the adjacent wall.
- Elevations to the front of buildings across Eucalyptus Ave shall be additionally enhanced due to residential land use designation across the street.

Landscape Design

Conceptual landscape plans encourage durable landscape materials and designs that enhance the aesthetics of structures, create and define public and private spaces, and provide shade and environmental benefits. The following guidelines ensure that intersection sight lines and pedestrian safety are preserved. Landscaping plans within the Project area shall comply with the City "Landscape Development Guidelines," the "Standard Drawings" and "Traffic and Transportation Guidelines" for sight-distance.

Key provisions include:

- Landscape and irrigate all areas of the site not covered by buildings, structures, paving, or impervious surfaces.
- Design and grade projects to direct storm runoff from building roofs and paved areas into swaled landscape areas for retention/infiltration. Landscape areas may be used for stormwater basins and swales at no greater than 50 percent of the available landscape area and may not obstruct the mature root zone of required tree locations.
- Provide shade for expanses of paving, building walls, roofs, and windows with irrigated shade trees located in appropriate areas where space permits to reduce the impacts of heat gain.
- Design parking lot landscaping to reduce associated heat buildup, improve aesthetics, and integrate with on-site landscape and adjacent streetscape.
- Use landscaping to aid in the screening and buffering of mechanical equipment, trash collection areas, loading docks, and outside storage areas from public view.

- Coordinate utilities with landscape plans by showing utilities on plans to ensure placement clear of required tree locations. Utilities such as backflow devices and transformers shall be screened using landscaping that provides at least 75 percent coverage. Backflow devices and transformers shall be located at least five feet from hardscape to ensure space for landscape screening.
- Prepare landscape plans that meet the requirements of the Landscape Development Guidelines and provide for the efficient use of water. Plants shall be selected and planted based upon their adaptability to the climate and topographical conditions of the Project site.
- Select drought-tolerant plants such as colorful shrubs and groundcovers, ornamental grasses and succulents, evergreen and deciduous trees, and species native to Southern California or naturalized to the local arid climate.
- Incorporate water conservation features in landscape and irrigation plans.
- Place a landscape planter island every ten parking spaces within parking lots. Planter islands shall be at least five feet in width exclusive of curbs and the same length as the abutting parking space. Planter islands shall include at least one tree, appropriate shrubs, and groundcover. Parking areas located behind screen walls shall not be subject to this provision.
- Provide a minimum dimension of five feet exclusive of curbs for all landscape areas, except for vine pockets.
- Space living plant materials less than or equal to the mature plant diameter. Non-living ornamental landscape materials may comprise a maximum of five percent of the landscape area requirements and shall be permeable.

Walls and Fences

Walls and fences are important design features intended to both complement building and landscape architecture and provide functional elements. Any proposed entry gates shall be reviewed by the City Traffic and Transportation Division prior to installation and shall be permitted only if approved.

Key provisions include:

- Provide attractive, durable, and complementary wall and fencing materials consistent with the building design.
- Offset and architecturally treat long expanses of wall surfaces every 100 feet with material changes, pilasters and posts, staggered walls, or landscape treatments to prevent visual monotony.
- Soften the appearance of fencing with plants that reach the height of the wall or fence at maturity.
- Construct sliding gates visible from a public street with tubular steel, vertical steel pickets, or high-density perforated metal screening painted to match or complement adjacent walls. Interior gates not visible to public view may be galvanized steel or chain link.
- Prohibit chain link fencing visible from public street rights-of-way.

Buffering and Screening

To alleviate the unsightly appearance of loading and service areas, buffering and screening design features shall be used to enhance the overall development. Entry gates shall be reviewed and approved by the City Traffic and Transportation Division prior to installation.

Parking Lots

- Buffer parking lots adjacent to and visible from public streets using a combination of architectural wing walls, buildings, decorative screen walls, evergreen hedges, and landscape buffers.
- Use plants for screening that are a minimum of three feet tall at the time of installation.

Loading and Service Areas (Truck Courts)

- Screen loading docks and truck parking areas visible from Grove Avenue, Eucalyptus Avenue, Merrill Avenue and Bon View Avenue. Screening may include portions of buildings, landscaping, evergreen hedges, and/or decorative walls.
- Incorporate gated/screened entrances to loading areas into the overall architectural design of the development.
- Design walls and fencing to be a minimum of eight feet high and a maximum of 14 feet high, as measured from finished grade, to screen truck courts and hide views of the top of loading bays or trailers.
- Utilize buildings, architectural wing walls, and/or landscaping to screen service areas.
- Screen ground- and roof-mounted mechanical equipment from public view. Ground-mounted equipment shall be screened with decorative walls or landscaping. Building architecture shall be designed to screen roof-mounted equipment.
- Ensure refuse containers are easily accessible by service vehicles yet screened from public view within the building's façade or within a walled enclosure.
- Obtain a use permit for outdoor storage, which shall be limited to predefined areas. Storage areas shall be screened from public view by decorative walls or landscaping with a minimum height of eight feet and a maximum height of 14 feet. The height of outdoor storage shall not exceed the height of screening.

Lighting

Project site lighting provides illumination for operations, safety, security, and ambiance in parking lots, loading dock areas, pedestrian walkways, building entrances, signage, and architectural and landscape features.

Key provisions include:

- Choose lighting fixtures that complement the building architecture and promote consistency throughout the Planning Areas.
- Install ground- or low-mounted fixtures to provide safety and convenience along pedestrian walkways, entrances, activity areas, steps, ramps, and special features.

- Allow building-mounted accent lighting for general illumination provided there is no light spill or distraction onto roadways or adjacent properties. Plain shoebox or unshielded wall packs are not permitted.
- Direct exterior lighting fixtures downward to avoid unnecessary light spill and glare.
- Limit pole-mounted, building-mounted, or tree-mounted lighting fixtures to no more than 30 feet high to minimize light spill and glare.
- Shield and direct pole-mounted lights away from public streets.
- Ensure exterior lighting is consistent with the Chino Airport Land Use Compatibility Plan.
- Design parking lot lighting plans to avoid placing fixtures in required tree locations.

Signage

Approval of a comprehensive sign program shall be required for development within the Project area. A sign program facilitates integration of signs with the overall site and building design to create a unified visual statement and provide for flexible application of sign regulations in the design and display of multiple signs.

Key provisions include:

- Install entry monument signage to identify the South Ontario Logistics Center. Entry monuments shall be designed in accordance with City of Ontario Traffic and Transportation Guidelines for monument placement.
- Employ signage to identify a center and tenants within a center, direct vehicular traffic, and provide on-site way-finding for pedestrians.
- Employ signage within industrial sites to give direction to loading and receiving, visitor parking, and other special uses.
- Provide a unifying sign theme in developments with multiple users.
- Coordinate signage with the building design, materials, colors, size, and placement.
- Design signage with backlit or internally illuminated individual channel letters. Can-type box signs with translucent backlit panels are discouraged.
- Avoid covering significant architectural elements with signage.
- Position flush-mounted signs with respect to architectural features and align with signs on other buildings to maintain a pattern.
- Place street address signs perpendicular to approaching vehicular traffic.
- Ensure signage located within a landscape planter is not blocked or damaged by plant materials.
- Conserve energy by utilizing an automatic illumination shut-off mechanism when businesses are closed.
- Construct signs from high-quality materials and avoid exposed wiring, ballasts, conduits, fasteners, raceways, or similar hardware.

Sustainable Design

The Project integrates sustainable design strategies that integrate principles of environmental stewardship into the design and construction process. Appropriate strategies would be determined for each project within the Project area. Strategies include, but are not limited to:

Sustainable Construction & Technology Concepts

- Design and construct energy-efficient buildings to reduce air, water, and land pollution and environmental impacts from energy production and consumption.
- Employ passive design including skylights, building orientation, landscaping, and strategic colors to improve building energy performance.
- Reduce the heat island effect by providing shade structures and trees that produce large canopies. In addition, choose roof and paving materials that possess a high level of solar reflectivity.
- Use recycled and other environmentally-friendly building materials wherever possible.
- Incorporate skylights into at least two percent of warehouse/distribution building roof area to provide natural light and reduce electric lighting demand.
- Use energy-efficient light-emitting diode (LED) (or similar) products.
- Provide interior or exterior bicycle storage consistent with the California Green Building Standards Code.
- Use drought-tolerant landscaping with drip irrigation and include plantings such as trees, shrubs, groundcovers and/or vines. Optional amenities include benches, trellises, thematic fencing, and decorative walkways.
- Employ high-performance dual-pane window glazing in office storefronts.

Water Quality

- Design landscape areas with retention/infiltration swales and basins, or employ bio-treatment when infiltration is infeasible, as required by the San Bernardino County municipal separate storm sewer system permit and WQMP.
- Select native and drought-tolerant plants to reduce water demand.
- Integrate permeable pavement and perforated curbs throughout the Project area as feasible to allow stormwater to enter planter areas, assist with filtration, and control runoff.
- Use captured runoff to augment irrigation systems whenever possible.
- Employ irrigation systems that respond to changing weather conditions, irrigate by hydro zone, and use micro-irrigation techniques.
- Use recycled water to irrigate landscape areas and for other appropriate uses. The use of recycled water for certain purposes is required by the City Recycled Water Master Plan.

Development Plan (PDEV20-028)

Concurrently with the proposed GPAs and Specific Plan, a Development Plan application is proposed for the 130.34-acre area which constitutes PAs 1 and 2 (Phase 1). PAs 3, 4, and 5 are only programmatically planned under the Project and no specific development is proposed at this time (Phase 2). The Development Plan proposes the construction of eight industrial/warehouse buildings totaling 2,926,955 SF of “Industrial” and “Business Park” land use. *Table 3-8: Proposed Development Plan* further summarizes the proposed land uses and development square footage for PAs 1 and 2.

Table 3-8: Proposed Development Plan

Planning Area	Specific Plan Zoning District	Site Acreage	Proposed Conceptual Bldg. Sq. Footage*
1	BP (Business Park)	23	464,820 SF
2	IG (Industrial)	107.34	2,462,135 SF
TOTAL		130.34	2,926,955 SF

* Note that the conceptual plan shows slightly less building square footage than the square footage shown in this table.

Each building would be located on its own parcel. Easements and agreements would be recorded that provide for reciprocal access, shared drainage and other utility and maintenance systems.

Tentative Parcel Map (PMTT20-011)

Concurrent with submitting the Development Plan for Planning Areas 1 and 2, the applicant has submitted a Tentative Parcel Map (TPM) for Phase 1 of the Project (Planning Areas 1 and 2).

Development Agreement

The applicant is requesting approval of a development agreement pursuant to California Government Code §65864 et seq. The Development Agreement will include, but not be limited to, methods for financing, acquisition, and construction of necessary infrastructure (no other physical improvements are anticipated to be associated with the Development Agreement other than that which is described in this EIR). The Development Agreement is intended to be fully executed prior to recordation of the first Final Map.

3.5.2 Specific Plan Phasing

Development phasing of the Project site shall be determined by the landowner and/or developer based upon real estate market conditions. Phasing would occur as appropriate levels of infrastructure are provided. Phasing sequencing is subject to change over time to respond to various market and local factors and as such, individual phases may overlap or develop concurrently. Infrastructure improvements, as required and approved by the City Engineer to support the development, would be installed by the developer.

Conceptual Phasing Plan describes two general phases of development for the Project (see Figure 3-22, *Conceptual Phasing Plan*)

Phase 1: Phase 1 consists of the construction of Buildings 1 through 8 as numbered in the Conceptual Site Plan and includes the Development Plan (PAs 1 and 2). This phase may be developed in several sub-phases

in response to market demands and according to the logical and orderly completion of infrastructure improvements.

Phase 2: Phase 2 consists of the build out of the balance of the Project site (PAs 3, 4, and 5). No conceptual plans have been completed to-date for Phase 2.

These phases may be developed as sub-phases and may occur either sequentially or concurrently with one another.

All of the Project's required infrastructure can be found in the following plans: Potable Water, Recycled Water, Sewer, Fiber Optic, and Storm Drain. Infrastructure phasing will be determined by the City as part of the entitlement review and Development Agreement process. Participation in improvements associated with Phase 2 of the Project may occur at a later date, or be the responsibility of other parties, as the applicant presently does not have ownership of Phase 2 parcels.

To analyze worst-case conditions, it is assumed in this analysis that development of the Project's two phases will be fully built and operational by 2024: Phase 1 which includes Planning Areas (PAs) 1 and 2 and Phase 2 which includes PAs 3, 4, and 5.

Phasing Objectives

Development phasing shall meet the following objectives:

1. The orderly build-out of the project based upon market and economic conditions;
2. The provision of adequate parking, infrastructure, and public facilities concurrent with the development of each phase; and
3. The protection of the public health, safety, and welfare.

3.6 INTENDED USES OF THE EIR

This Draft EIR examines the environmental effects of the proposed Project's General Plan Amendments, Specific Plan, Development Plan, Tentative Parcel Map(s), and Development Agreement, in addition to the proposed SB330 Replacement Site Overlay District. This Draft EIR also addresses various actions by the City and others to adopt and implement the proposed Project. It is the intent of this Draft EIR to evaluate the environmental effects of the proposed Project, thereby enabling the City, other responsible agencies, and interested parties to make informed decisions with respect to the requested entitlements. The anticipated approvals required for this Project are listed in *Table 3-9, Anticipated Permits and Approvals Required*, below:

Table 3-9: Anticipated Permits and Approvals Required

Lead Agency	Action
City of Ontario City Council	<ul style="list-style-type: none"> • Certification of the South Ontario Logistics Center Specific Plan EIR • Adoption of the Mitigation Monitoring and Reporting Program • Approval of the General Plan Amendment (PGPA19-004) • Adoption of the South Ontario Logistics Center Specific Plan (PSP19-001) • Approval of the Development Plan Review (PDEV20-028) (DPR3) • Approval of the Tentative Parcel Maps (PMTT20-011) • Approval of the Development Agreement • Approval of the SB330 Replacement Site Overlay District (General Plan Amendment and Zone Change)
Responsible Agencies	Action
San Bernardino County	<ul style="list-style-type: none"> • Well removal permit from County Health Department (if required)
City of Chino	<ul style="list-style-type: none"> • Street and drainage improvements
Caltrans	<ul style="list-style-type: none"> • Encroachment permit (if required)
Santa Ana Regional Water Quality Control Board	<ul style="list-style-type: none"> • Issuance of a National Pollutant Discharge Elimination system (NPDES) Permit
Federal Aviation Administration	<ul style="list-style-type: none"> • Obstruction evaluation
South Coast Air Quality Management District	<ul style="list-style-type: none"> • Issuance of Air Quality permits for construction

Future Agreements, Permits and Approvals

Development proposed within the Project area shall be subject to Development Plan review pursuant to §4.02.025 of the Ontario Development Code. The review is intended to ensure compliance with the provisions of the Project Specific Plan, protect the integrity and character of the physical composition of the City, and encourage high-quality development.

Subdivision Maps

Development within the Project area may require the processing of tentative and final tract or parcel maps and/or lot line adjustments or mergers. Subdivision maps and lot changes shall be reviewed and approved pursuant to §4.02.085 of the Ontario Development Code and other applicable City codes and regulations, California Government Code §66410 et seq. (Subdivision Map Act), as well as the provisions of the Project Specific Plan.

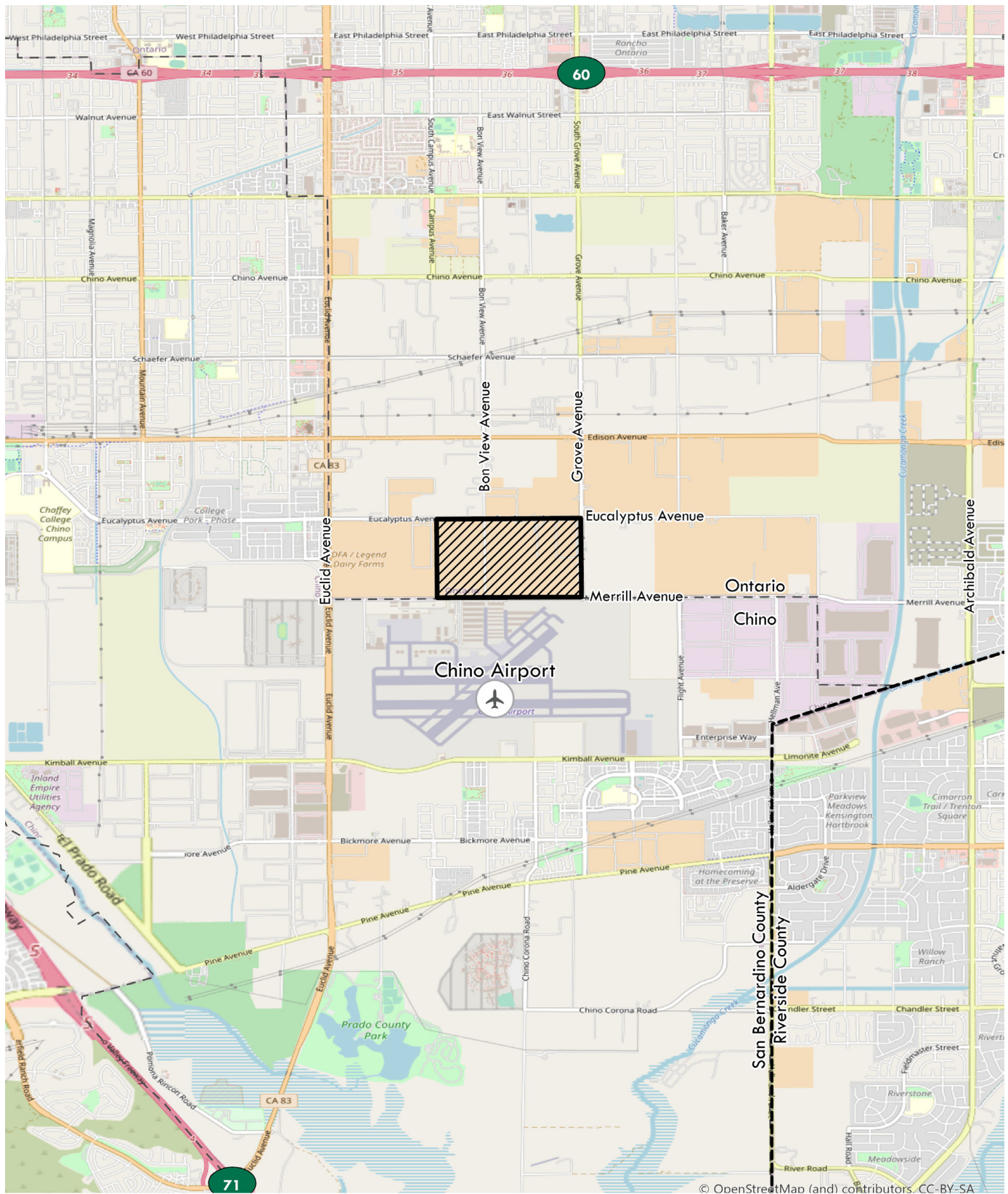
Conditional Use Permit

A Conditional Use Permit shall be required for uses deemed “conditionally permitted.” Applications for a Conditional Use Permit shall be processed pursuant to §4.02.015 of the City Development Code.

Administrative Use Permit

An Administrative Use Permit shall be required for uses deemed “administratively permitted.” Applications for an Administrative Use Permit shall be processed pursuant to §4.03.015 of the City Development Code.

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Source: South Ontario Center Specific Plan (2021), Figure 1.2 Vicinity Map

 Specific Plan Boundary



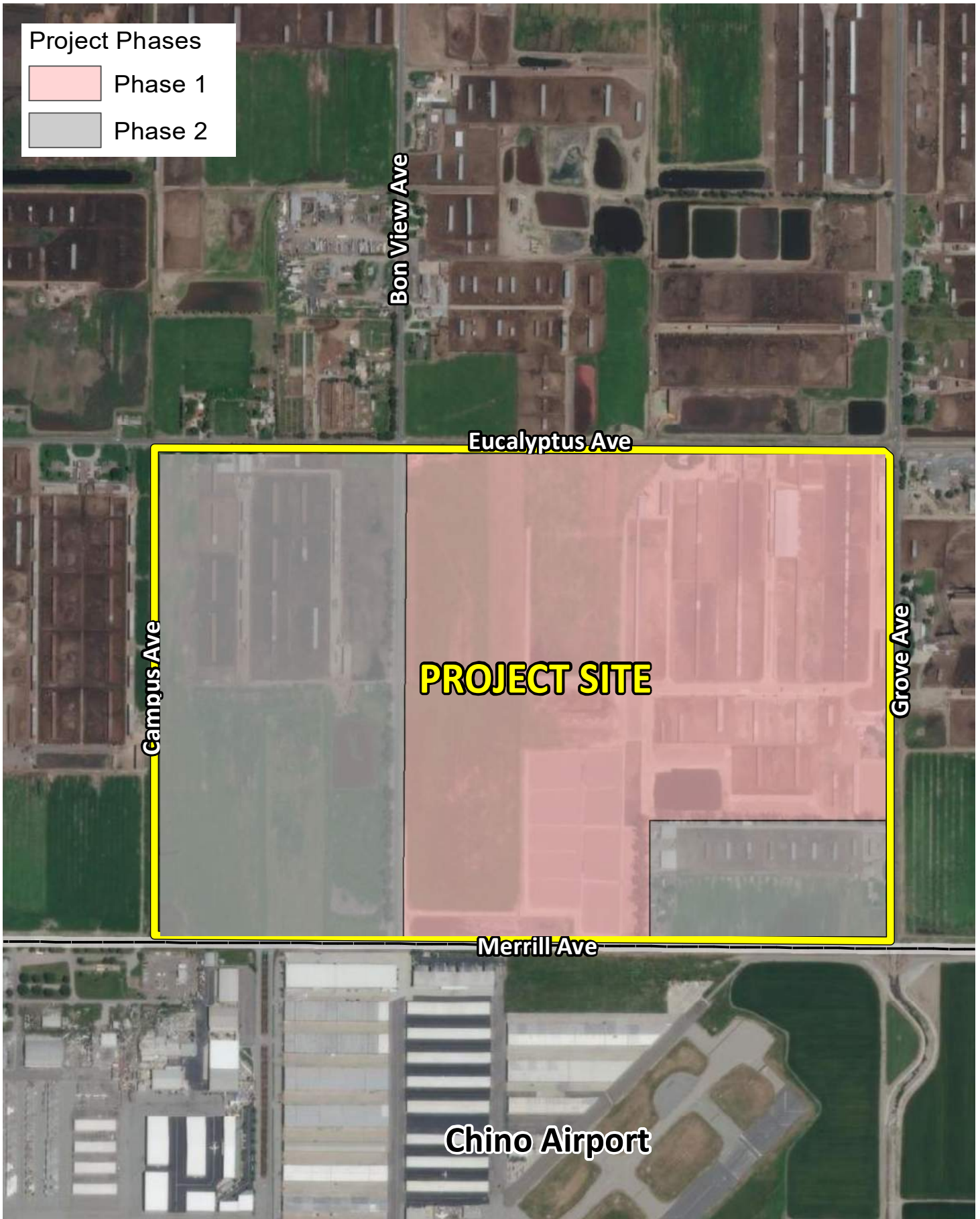
Figure 3-1: Project Vicinity Map
South Ontario Logistics Center Specific Plan



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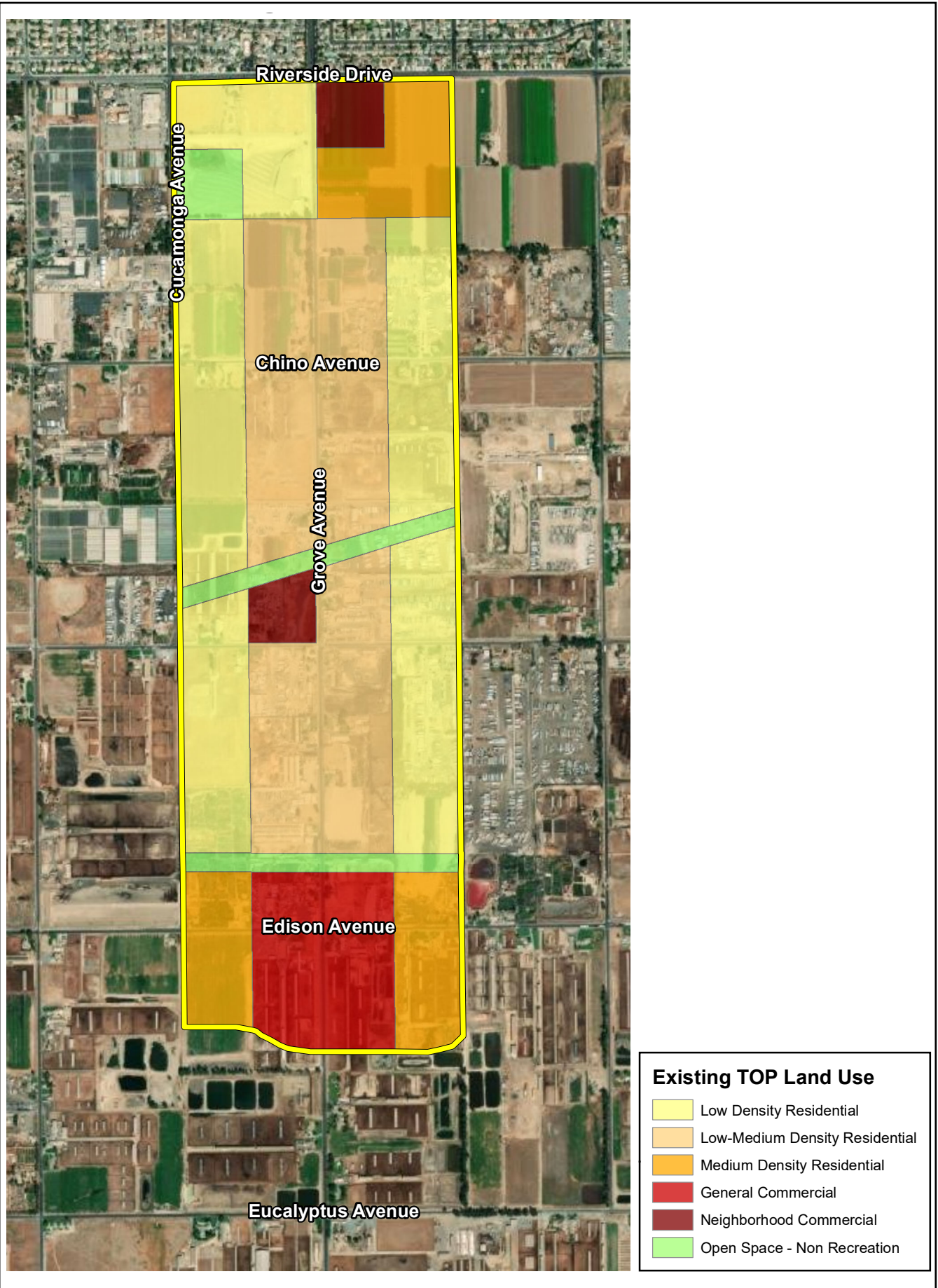
Source: ERSI World Imagery (2021)

Figure 3-2: Aerial Vicinity Map
 South Ontario Logistics Center Specific Plan



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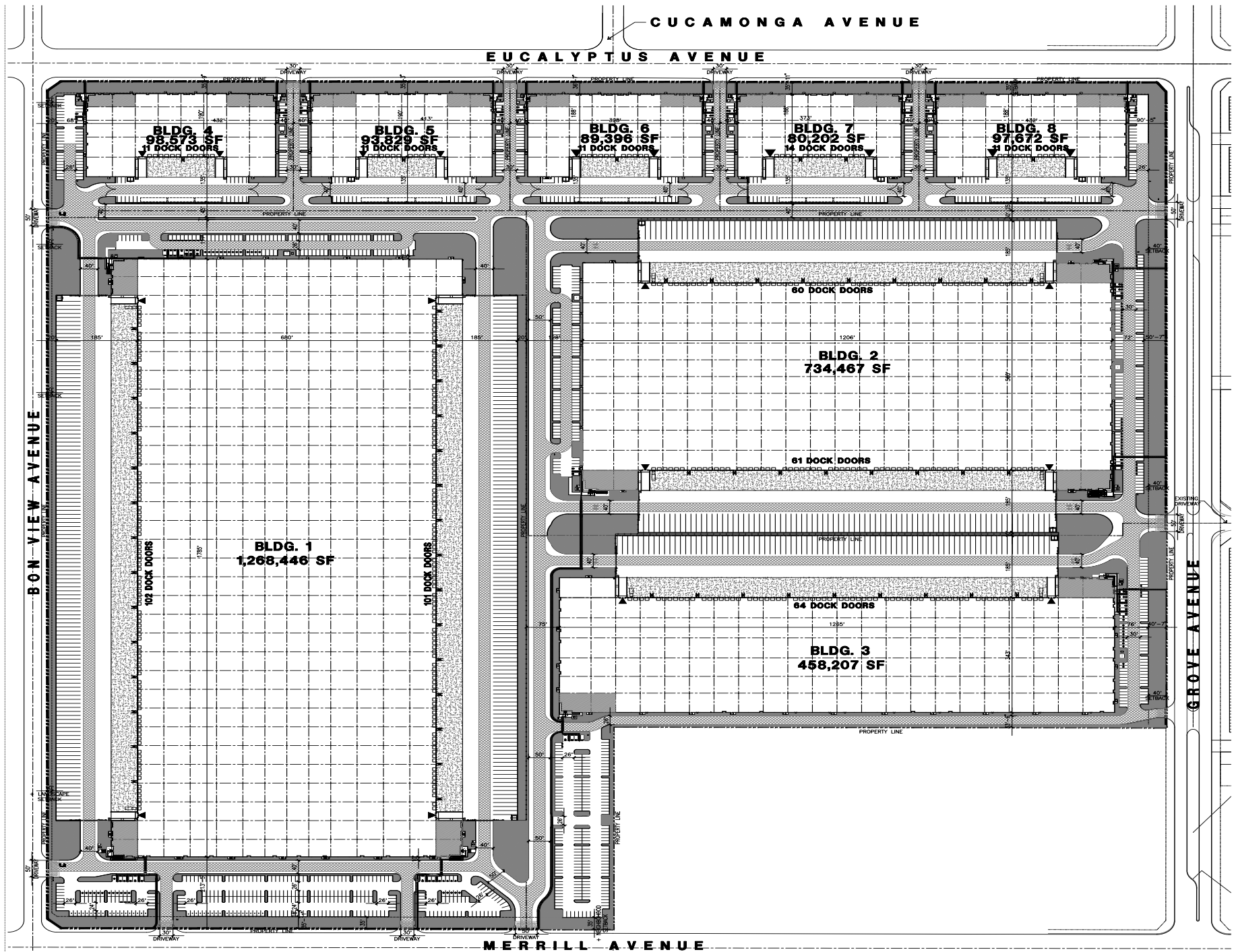


Source: City of Ontario, ESRI World Imagery, (2020)

Figure 3-3: SB 330 Replacement Site
 South Ontario Logistics Center Specific Plan



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Source: South Ontario Logistics Center Phase I Development Plan, Thienes Engineering, (12/08/2020)

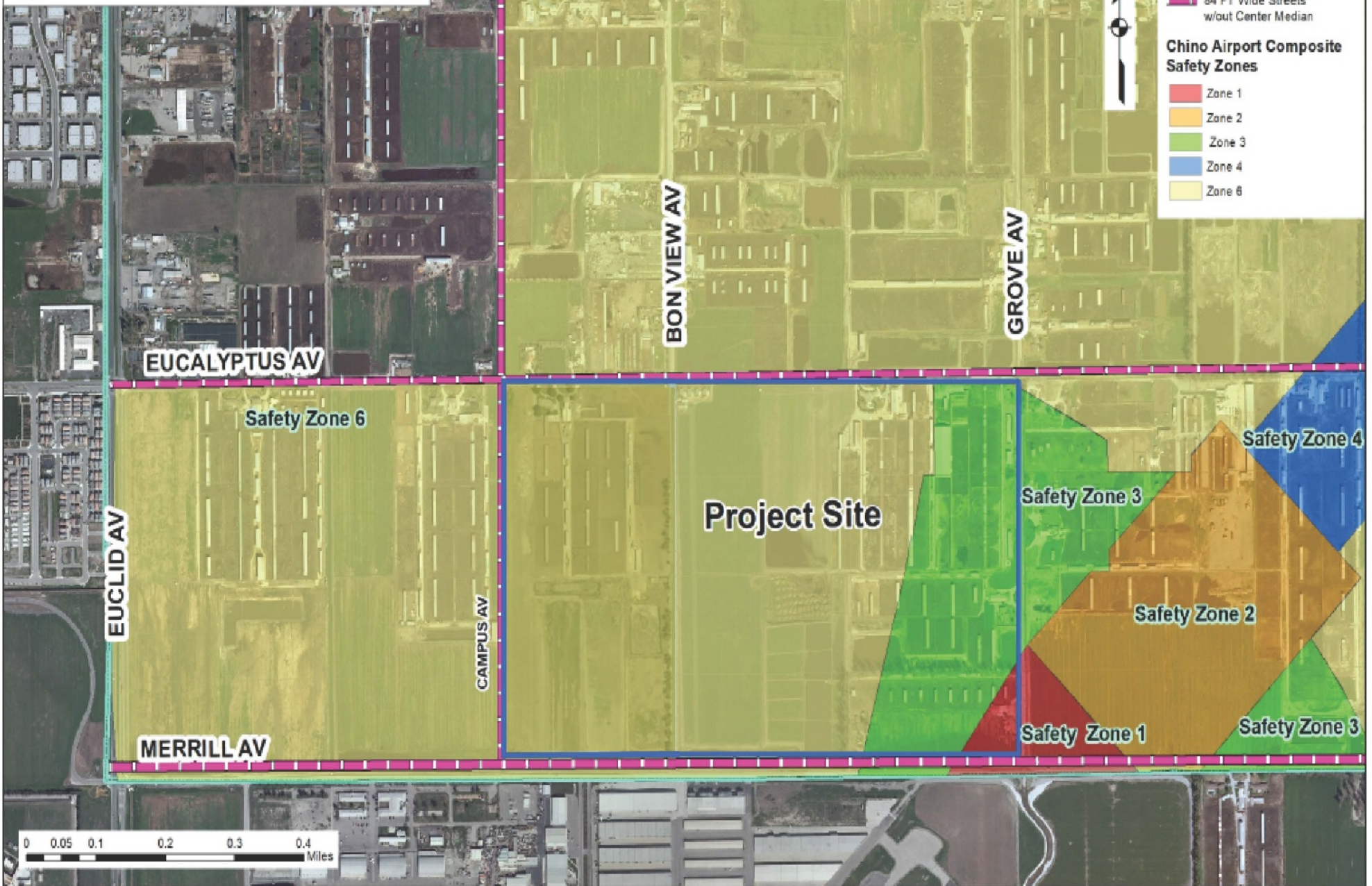
Figure 3-4: Conceptual Site Plan
 South Ontario Logistics Center Specific Plan



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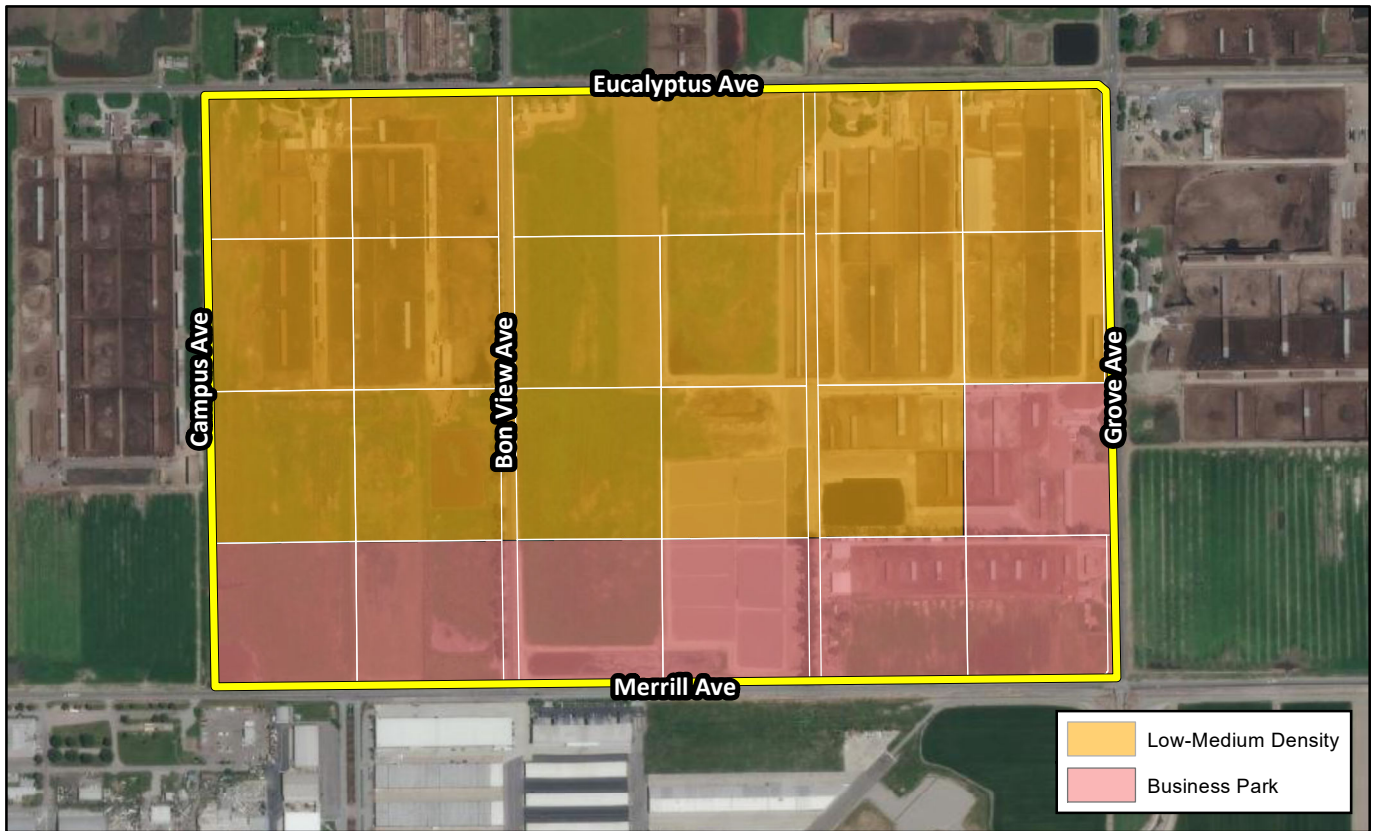
Chino Airport Safety Zones and Open Land Locations (Streets)



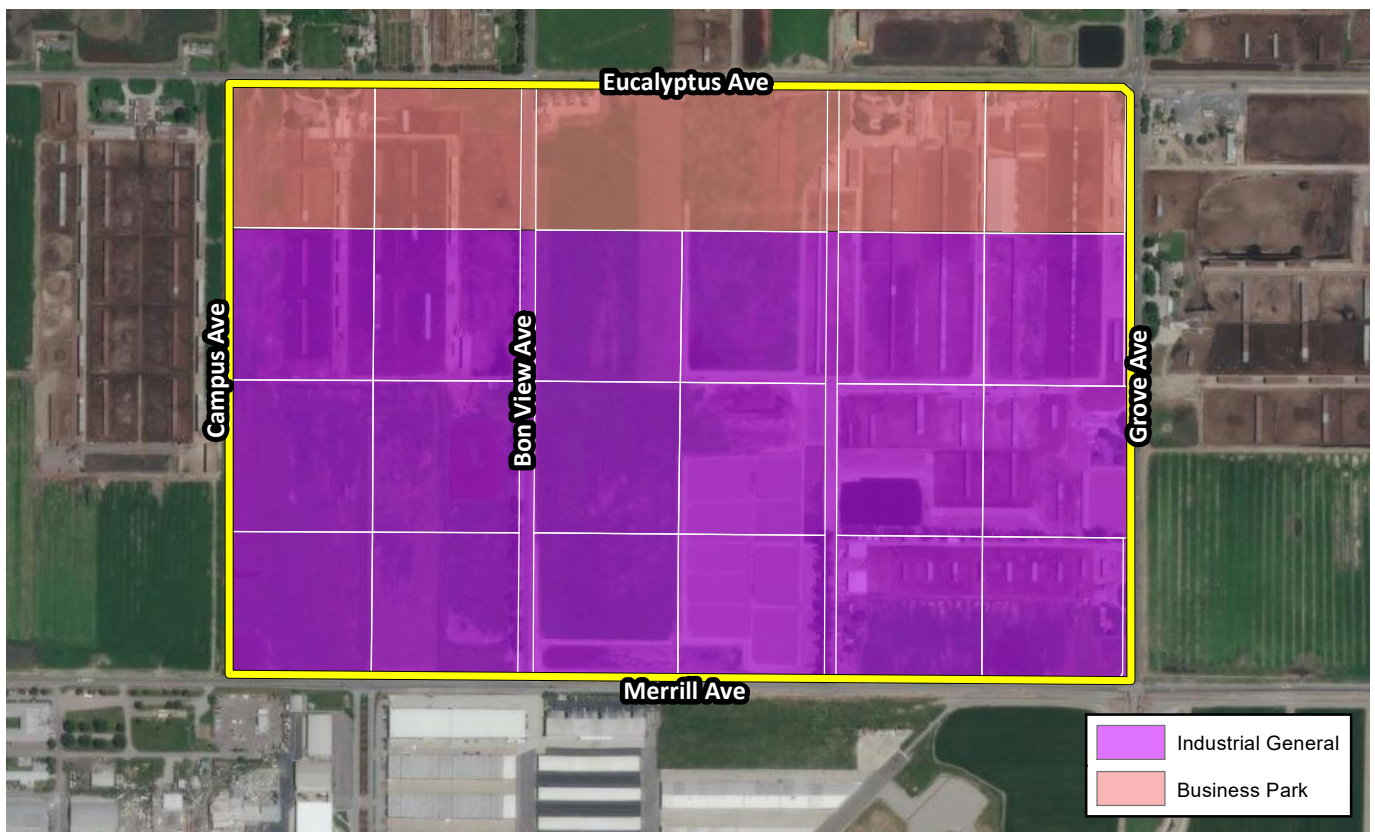
Source: South Ontario Center Specific Plan (2021), Figure 2.2, Airport Influence Areas

Figure 3-5: Airport Influence Areas
 South Ontario Logistics Center Specific Plan

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Existing Land Use



Proposed Land Use

Source: Ontario General Plan, ESRI World Imagery, (2021)

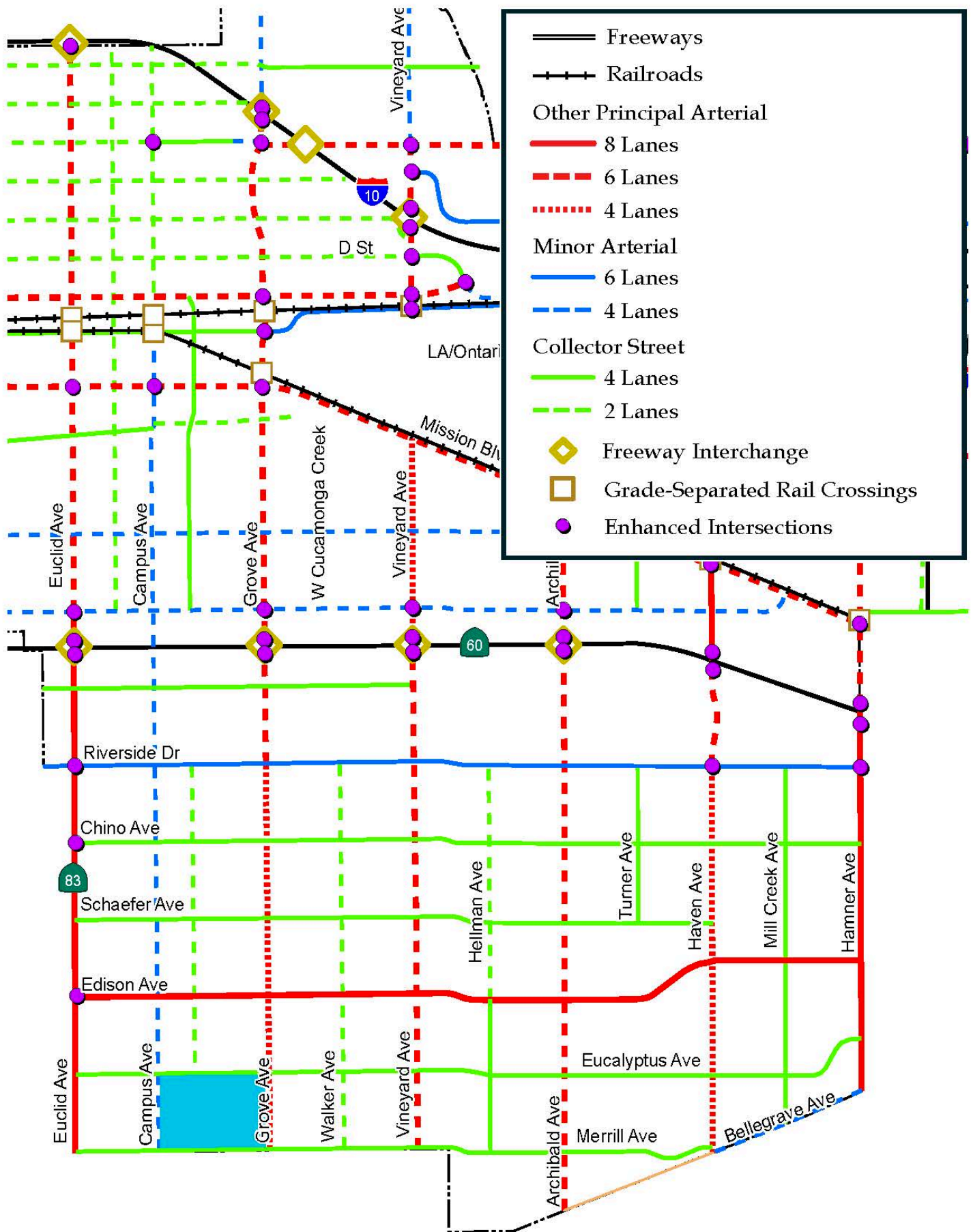
Figure 3-6: Existing and Proposed Land Use Designations
South Ontario Logistics Center Specific Plan



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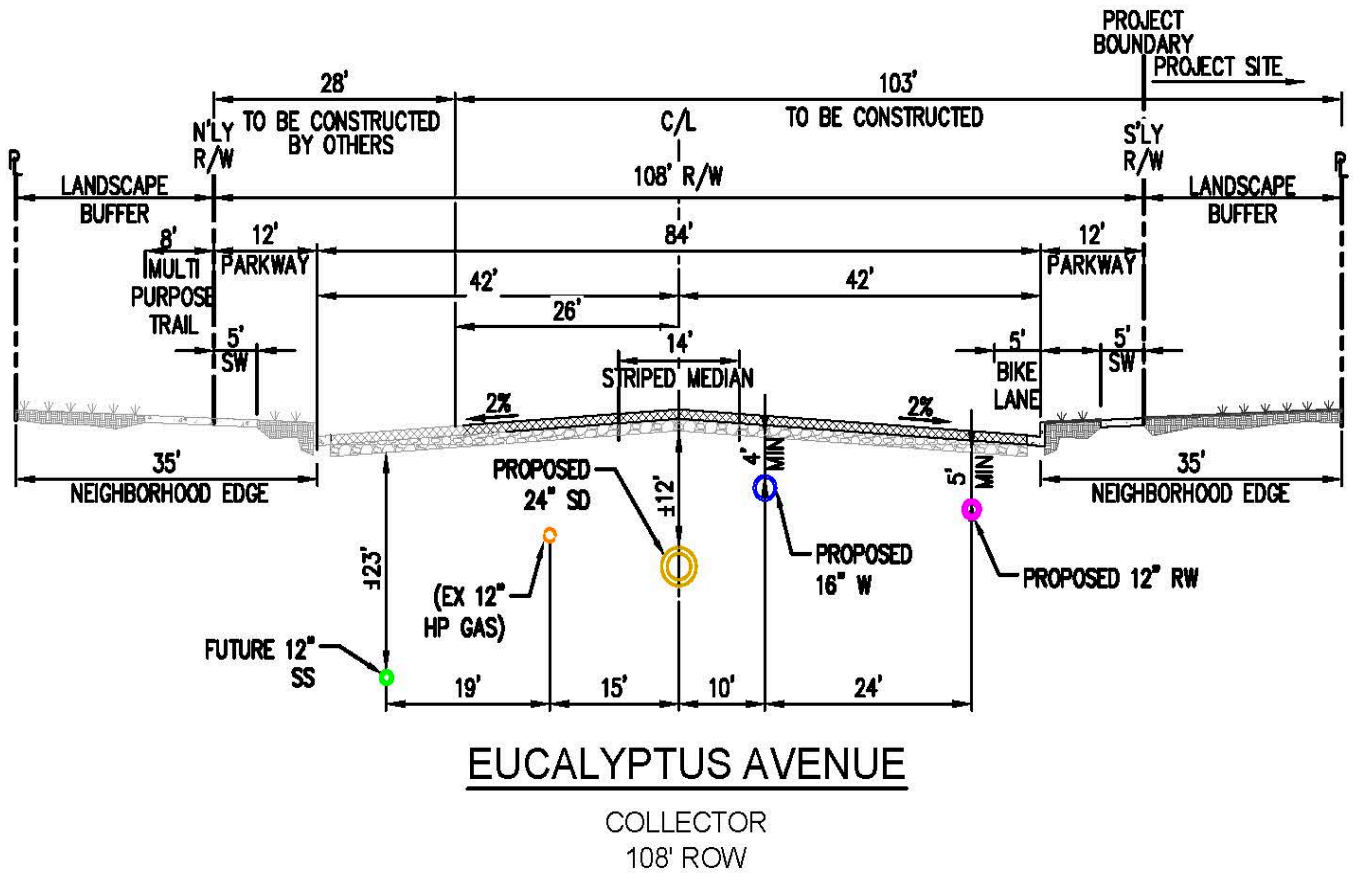
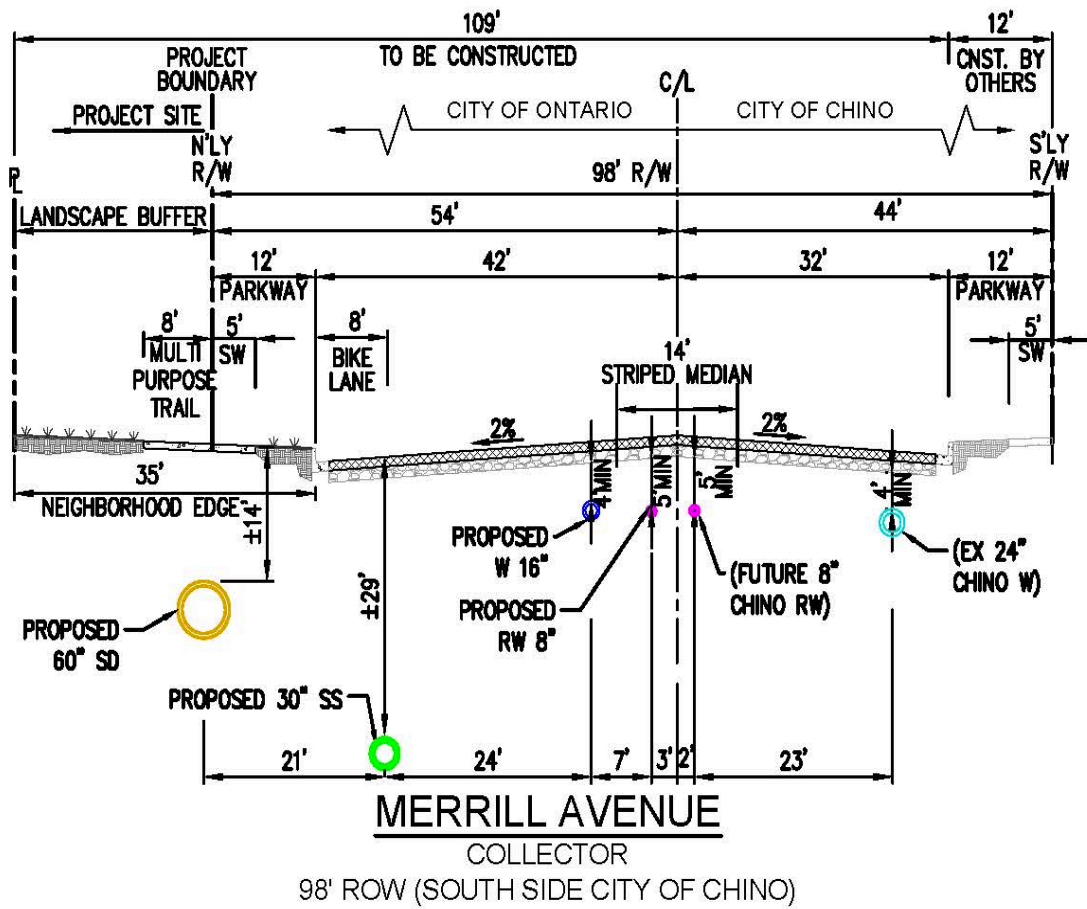
Source: South Ontario Center Specific Plan (2021), Figure 3.3, City of Ontario Roadway Classification Plan

Figure 3-7: City of Ontario Roadway Classification Plan
 South Ontario Logistics Center Specific Plan



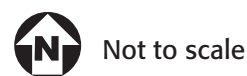
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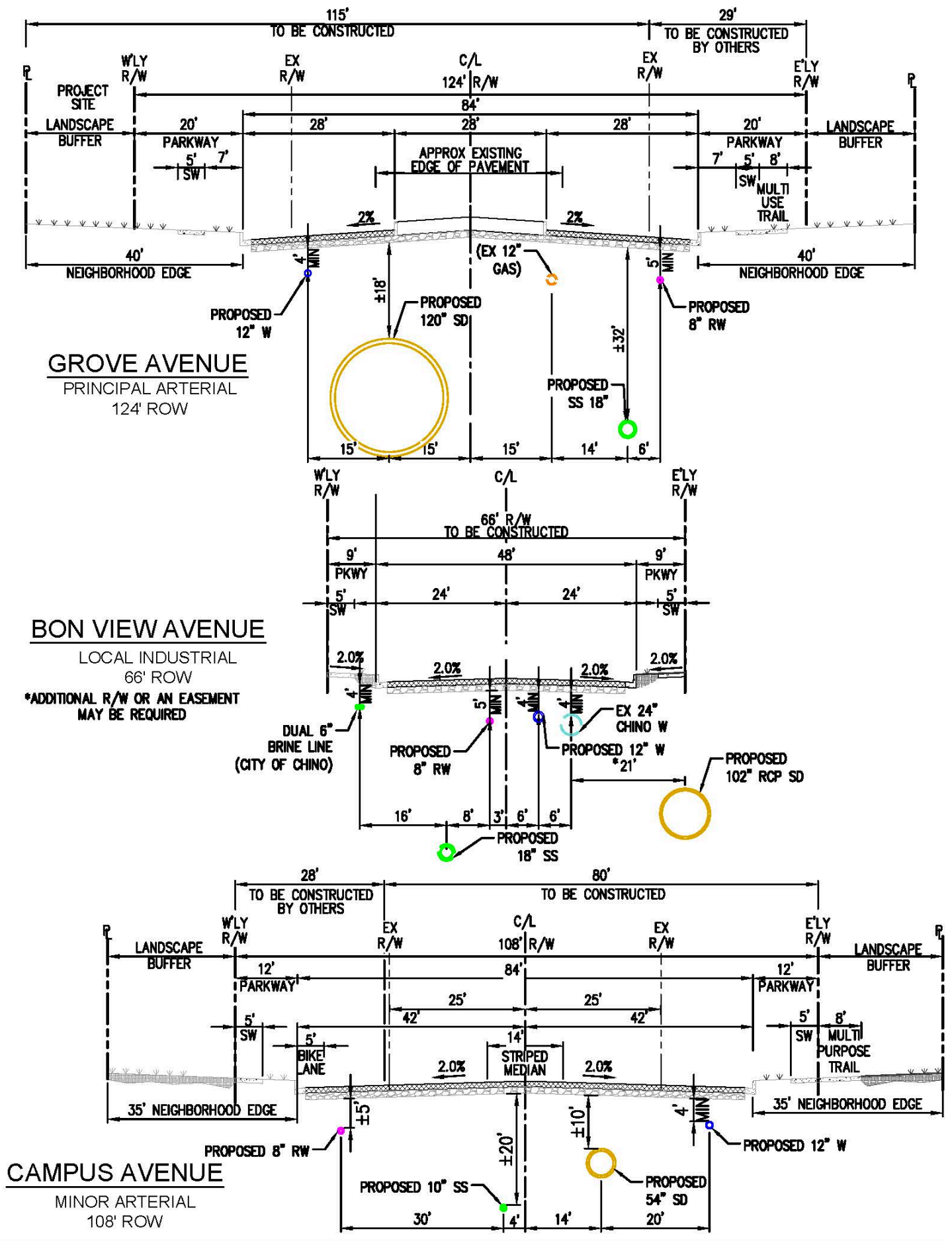


Source: South Ontario Center Specific Plan (2021), Figure 3.4a, Street Sections

Figure 3-8a: Street Sections
South Ontario Logistics Center Specific Plan

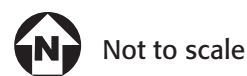


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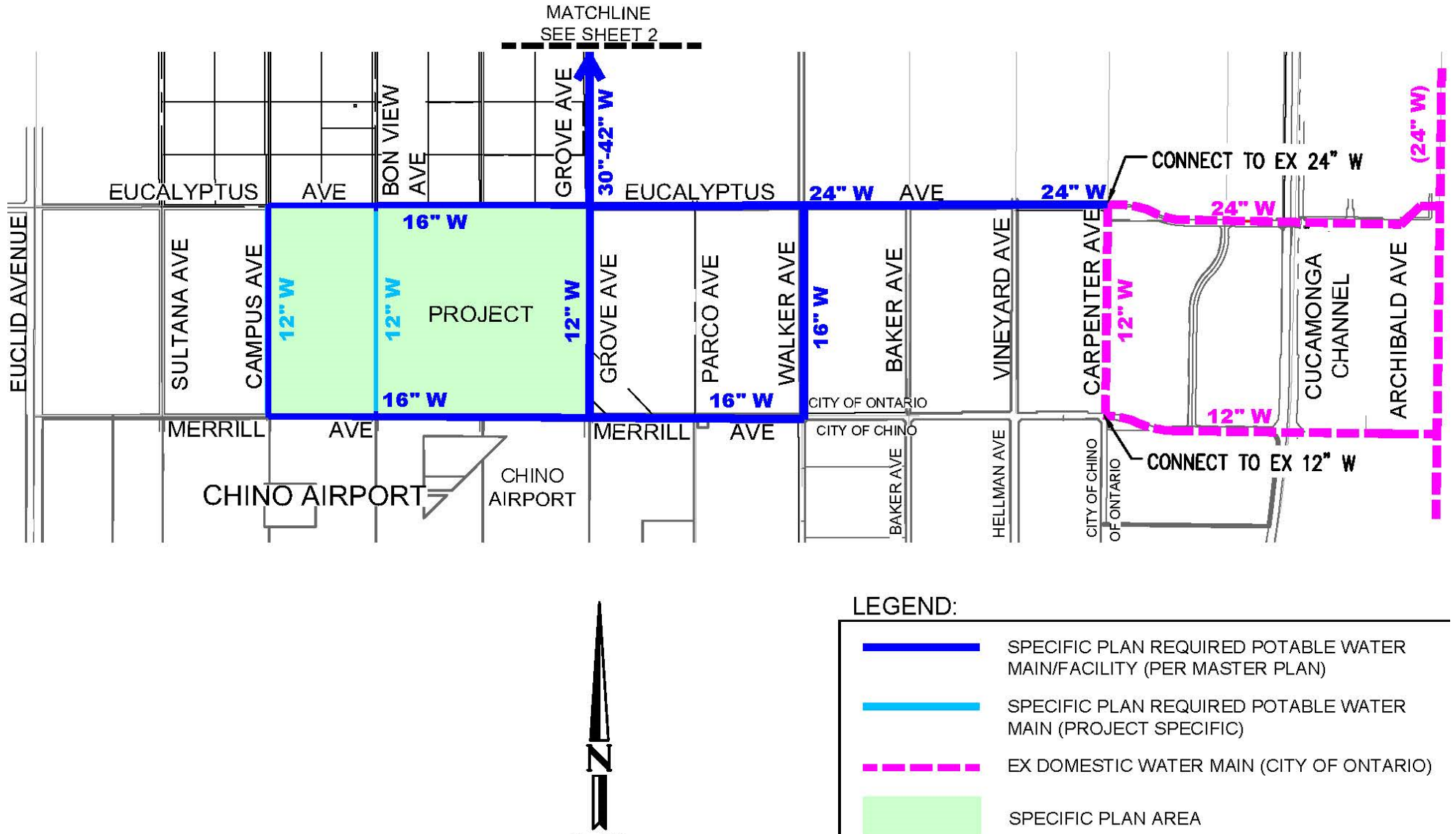
Source: South Ontario Center Specific Plan (2021), Figure 3.4, Street Sections

Figure 3-8b: Street Sections
South Ontario Logistics Center Specific Plan



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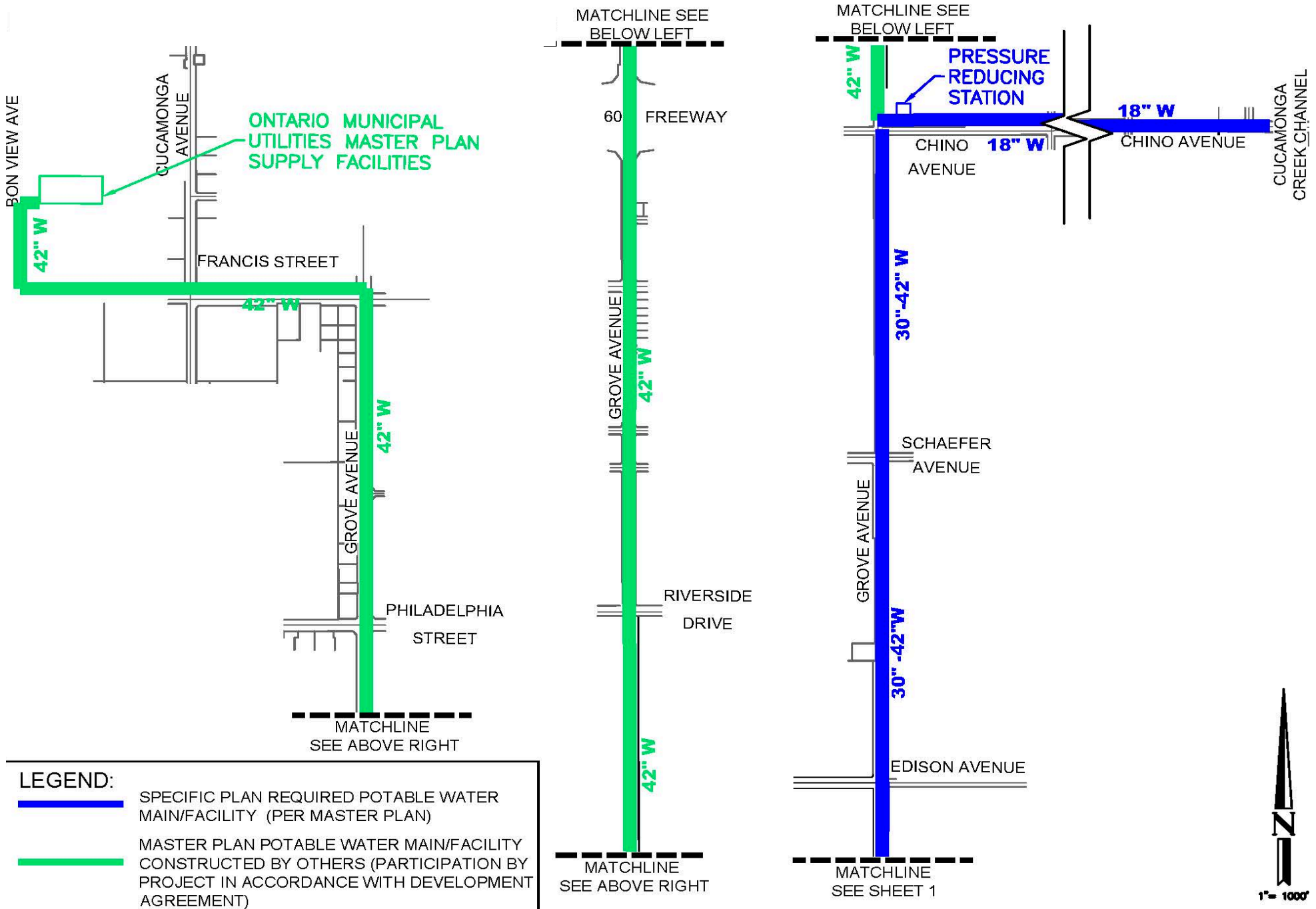
925 PRESSURE ZONE



Source: South Ontario Center Specific Plan (2021), Figure 3.7a, Potable Water Plan-925 Pressure Zone

Figure 3-9a: Potable Water Plan
South Ontario Logistics Center Specific Plan

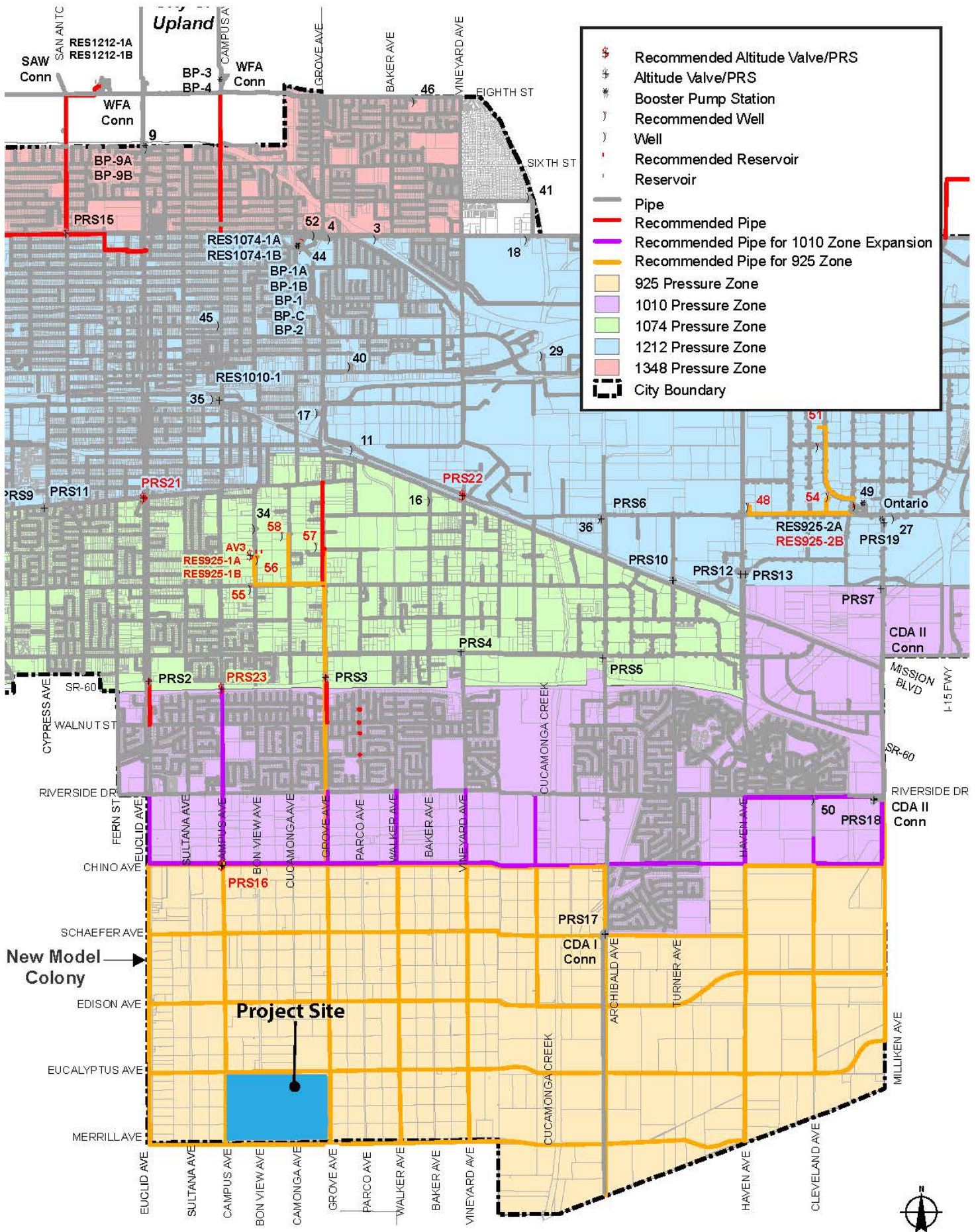
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Source: South Ontario Center Specific Plan (2021), Figure 3.7b, Potable Water Plan-Continued

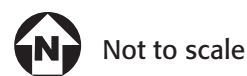
Figure 3-9b: Potable Water Plan
 South Ontario Logistics Center Specific Plan

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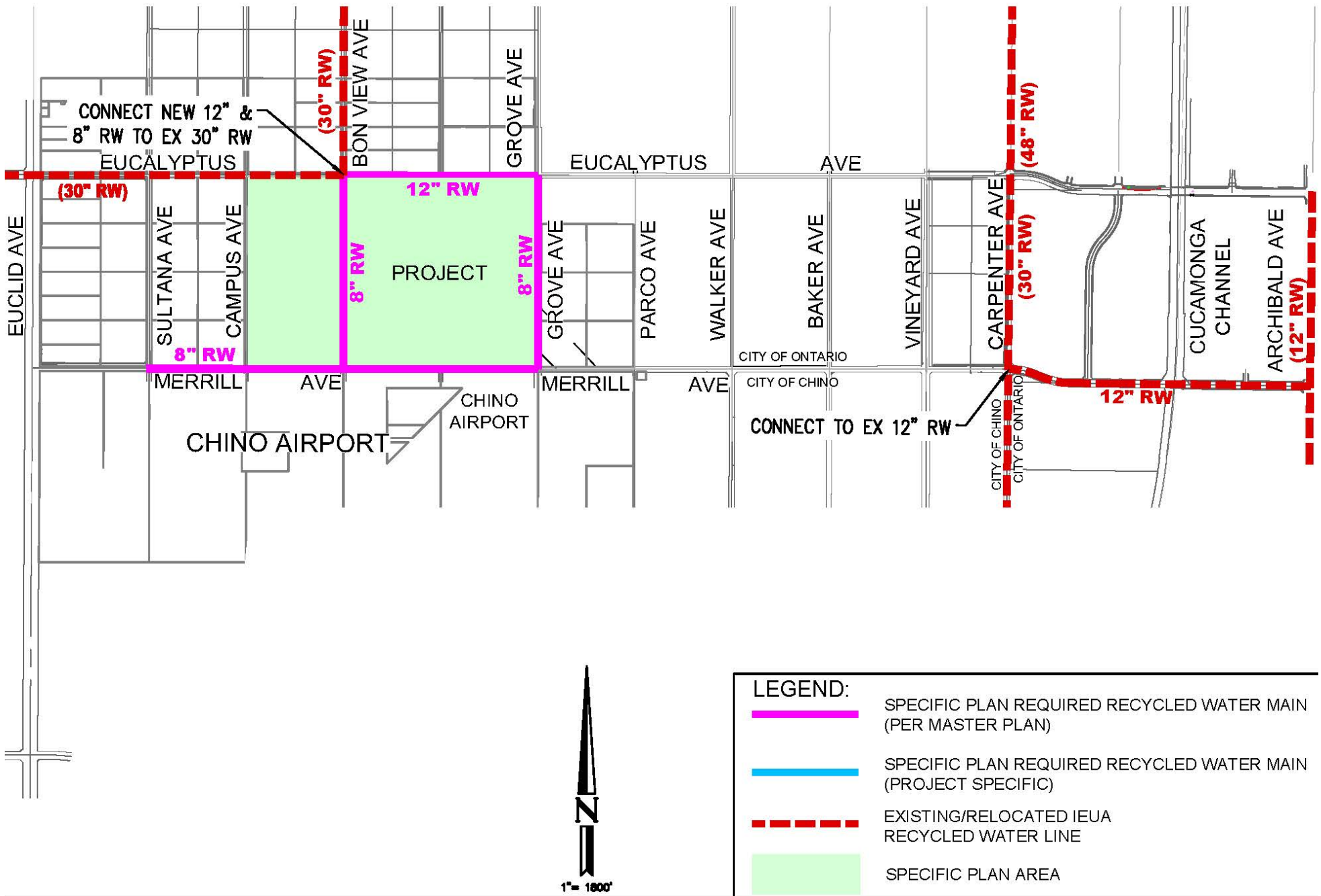


Source: South Ontario Center Specific Plan (2021), Figure 3.8, City of Ontario Ultimate Water System

Figure 3-10: City of Ontario Ultimate Water System
 South Ontario Logistics Center Specific Plan



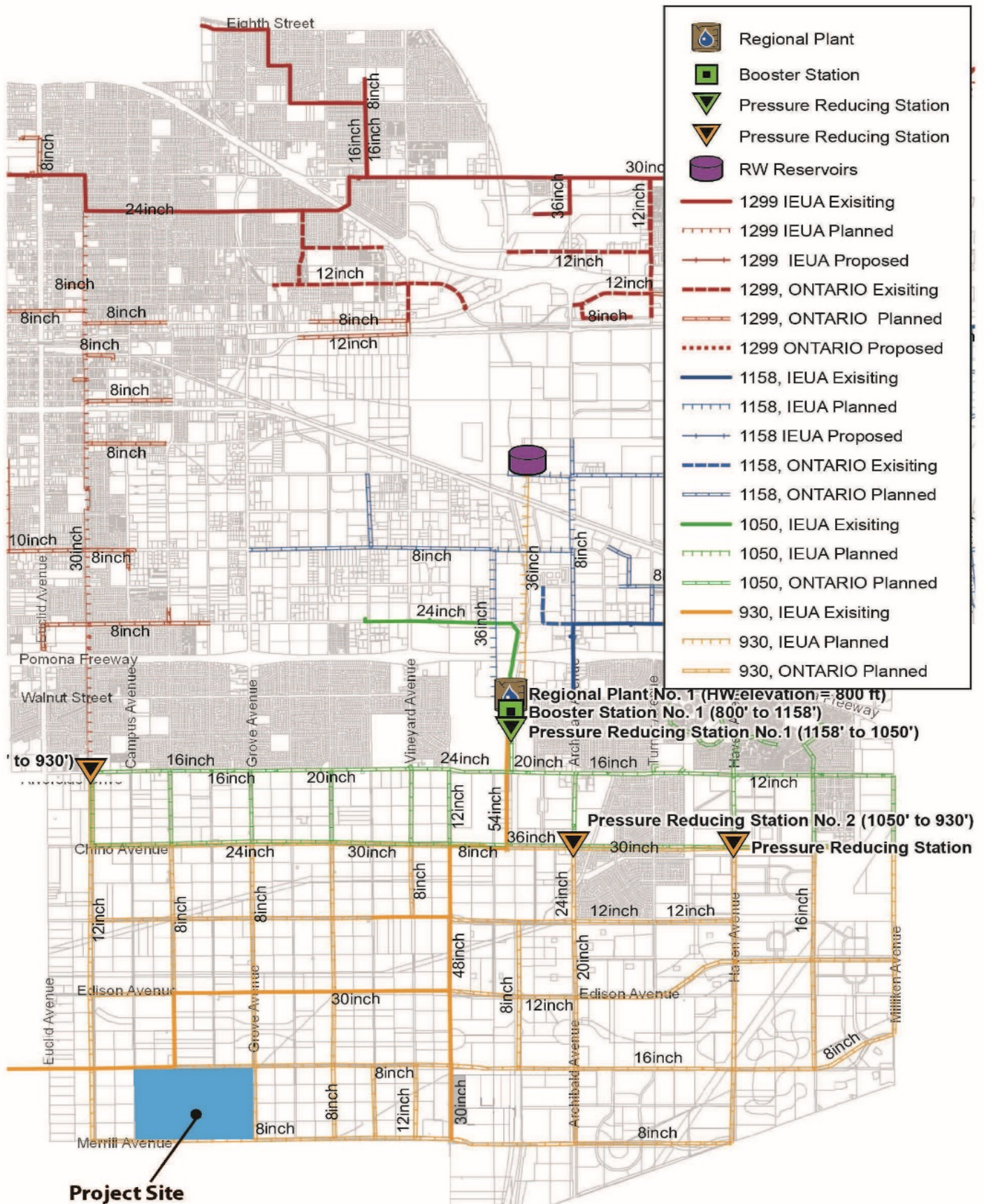
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Source: South Ontario Center Specific Plan (2021), Figure 3.9, Recycled Water Plan

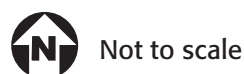
Figure 3-11: Recycled Water Plan
 South Ontario Logistics Center Specific Plan

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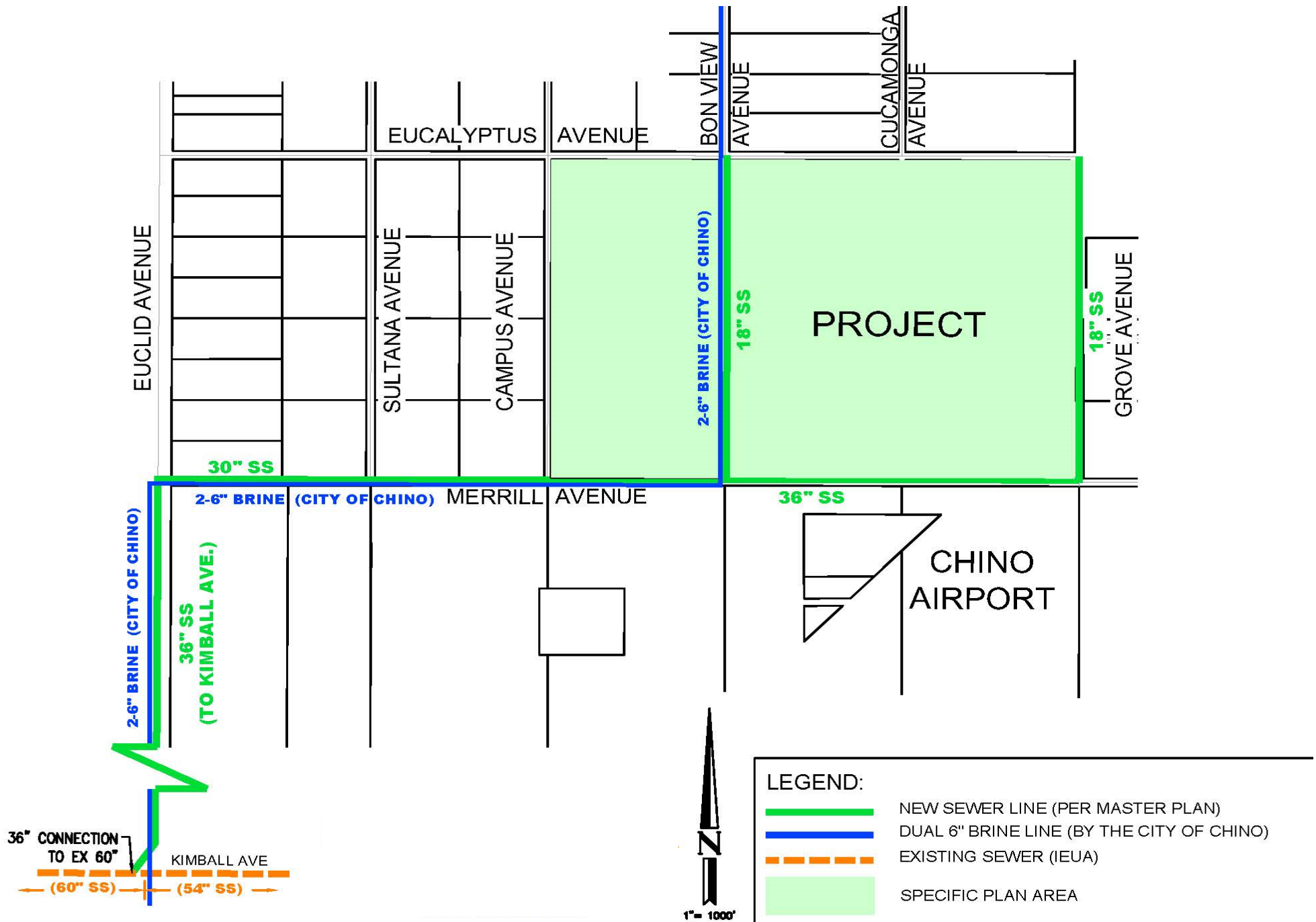


Source: South Ontario Center Specific Plan (2021), Figure 3.10, City of Ontario Future Recycled Water System

Figure 3-12: City of Ontario Future Recycled Water System
 South Ontario Logistics Center Specific Plan



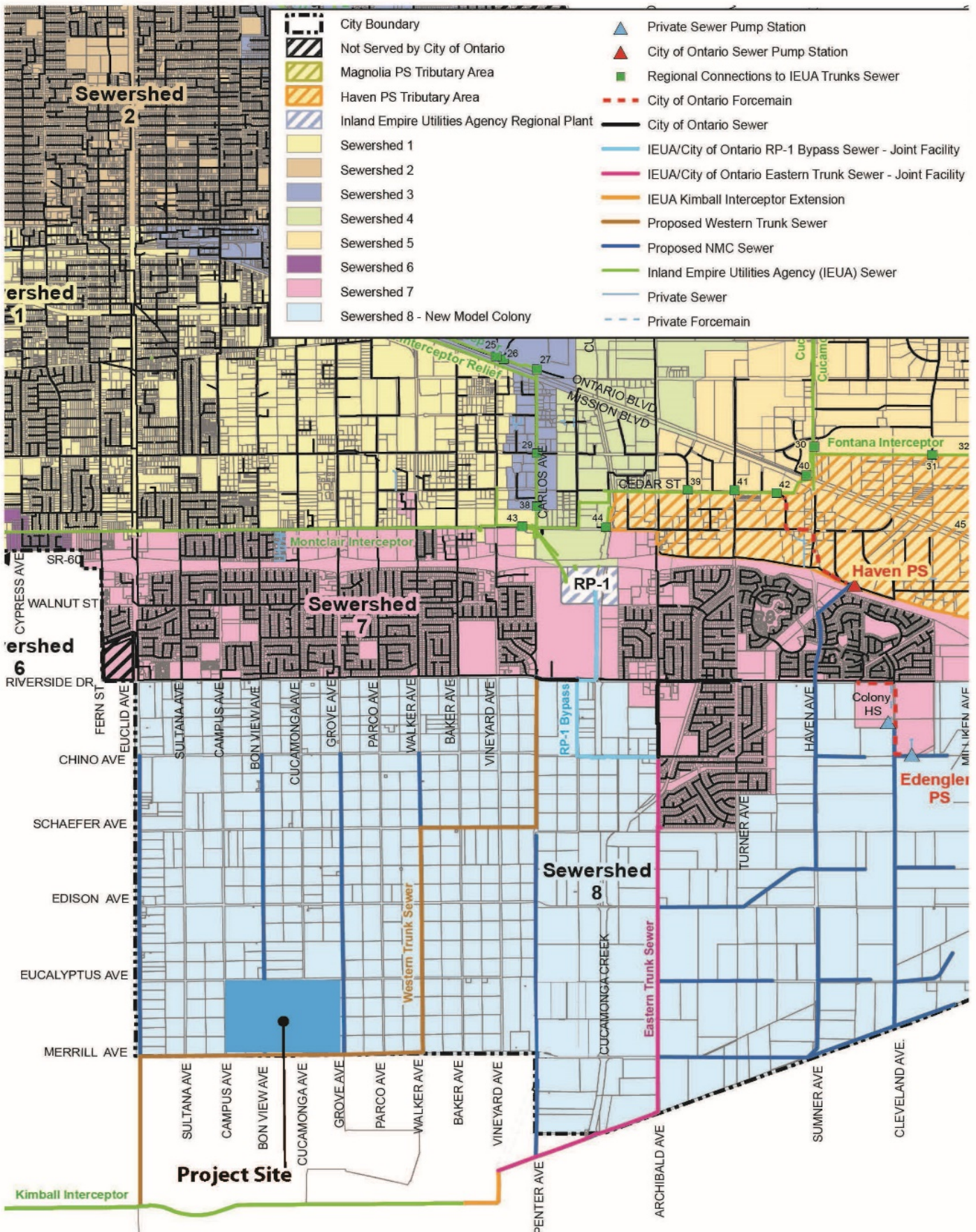
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Source: South Ontario Center Specific Plan (2021), Figure 3.11, Sewer Plan

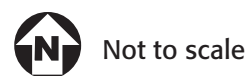
Figure 3-13: Sewer Plan
 South Ontario Logistics Center Specific Plan

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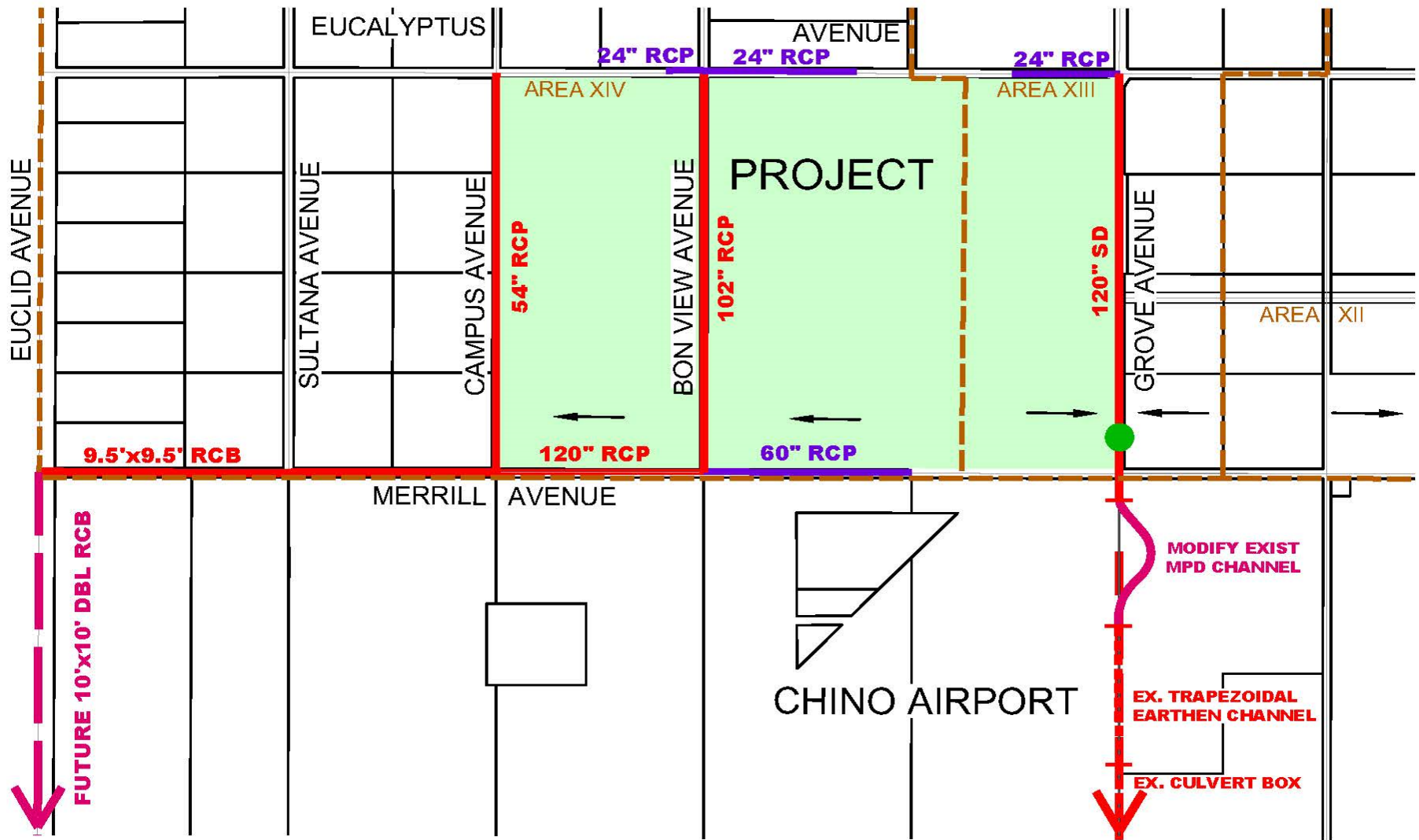


Source: South Ontario Center Specific Plan (2021), Figure 3.12, City of Ontario Planned Drainage Facilities

Figure 3-14: City of Ontario Ultimate Sewer System
 South Ontario Logistics Center Specific Plan



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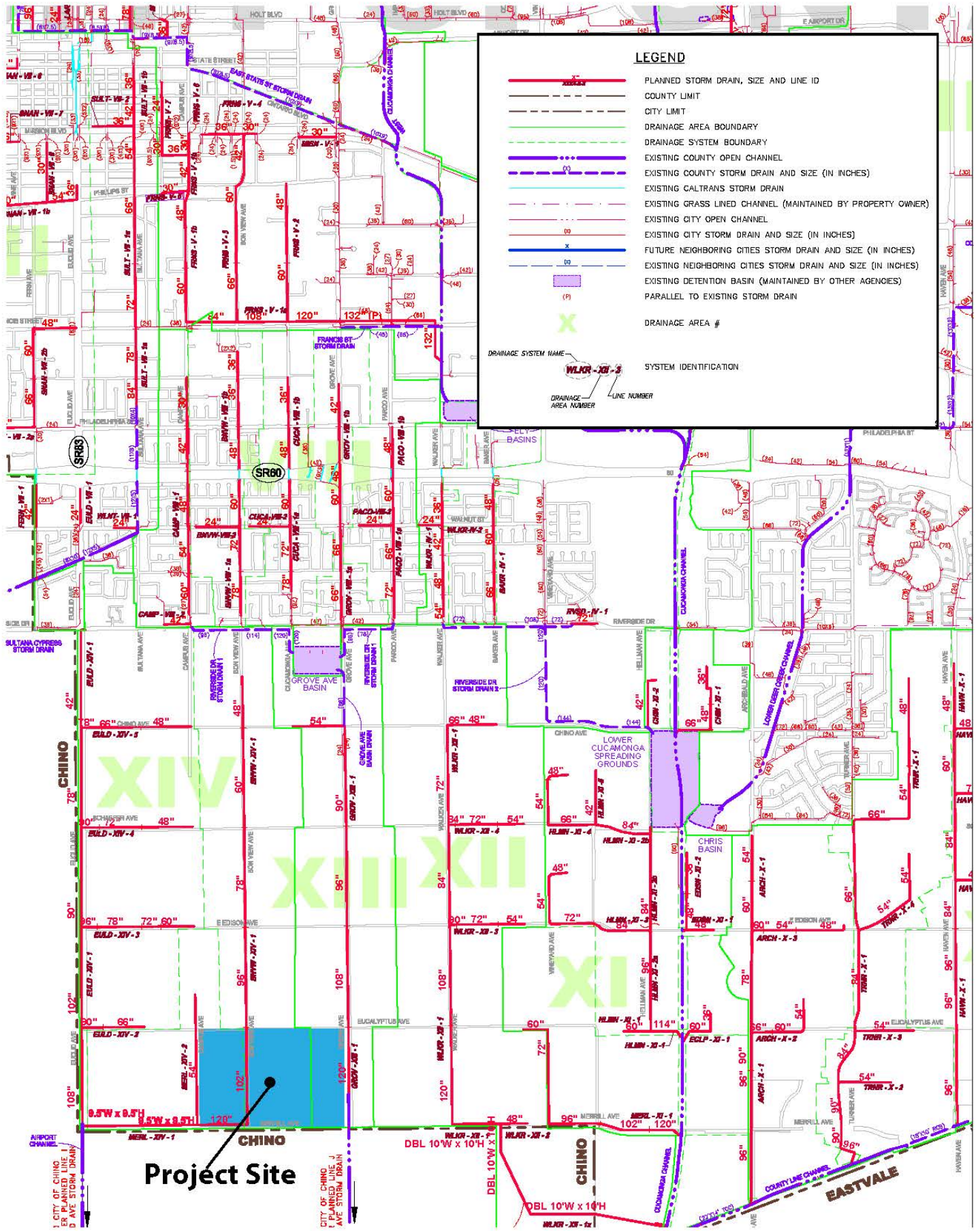
- NEW STORM DRAIN LINE (PER MASTER PLAN)
- NEW STORM DRAIN LINE (PROJECT SPECIFIC)
- - - STORM DRAIN LINE REQUIRED TO BE DETERMINED BY THE CITY OF CHINO
- - - DRAINAGE AREA BOUNDARY & DESIGNATION PER MPD NSBB OR HYDRODYNAMIC SEPARATOR (OR APPROVED EQUAL ALTERNATIVE DEVICE)
- SPECIFIC PLAN AREA



Source: South Ontario Center Specific Plan (2021), Figure 3.16, Storm Drain Plan

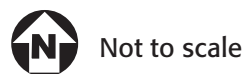
Figure 3-15: Storm Drain Plan
South Ontario Logistics Center Specific Plan

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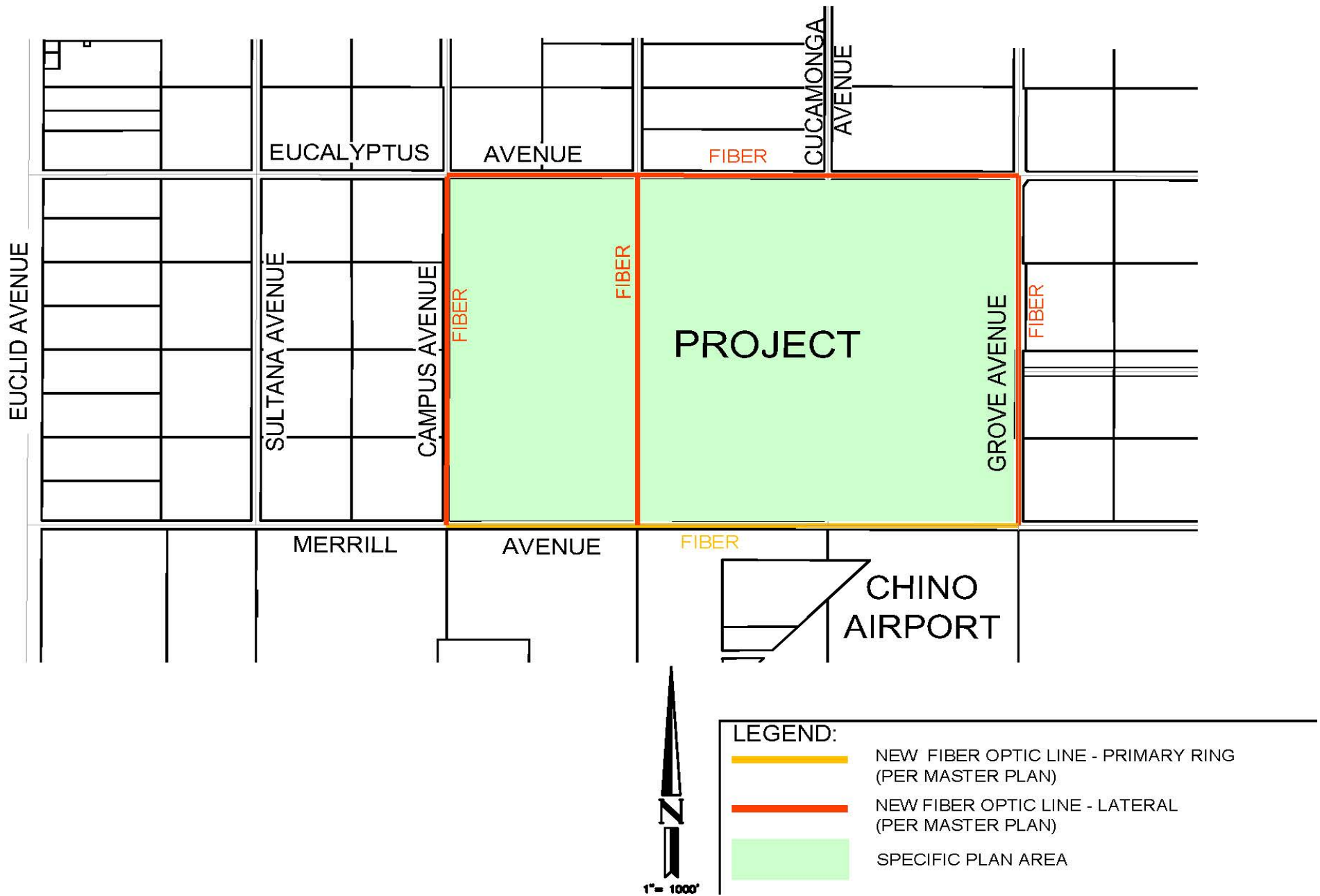


Source: South Ontario Center Specific Plan (2021), Figure 3.15, City of Ontario Planned Drainage Facilities

Figure 3-16: City of Ontario Planned Drainage Facilities
 South Ontario Logistics Center Specific Plan



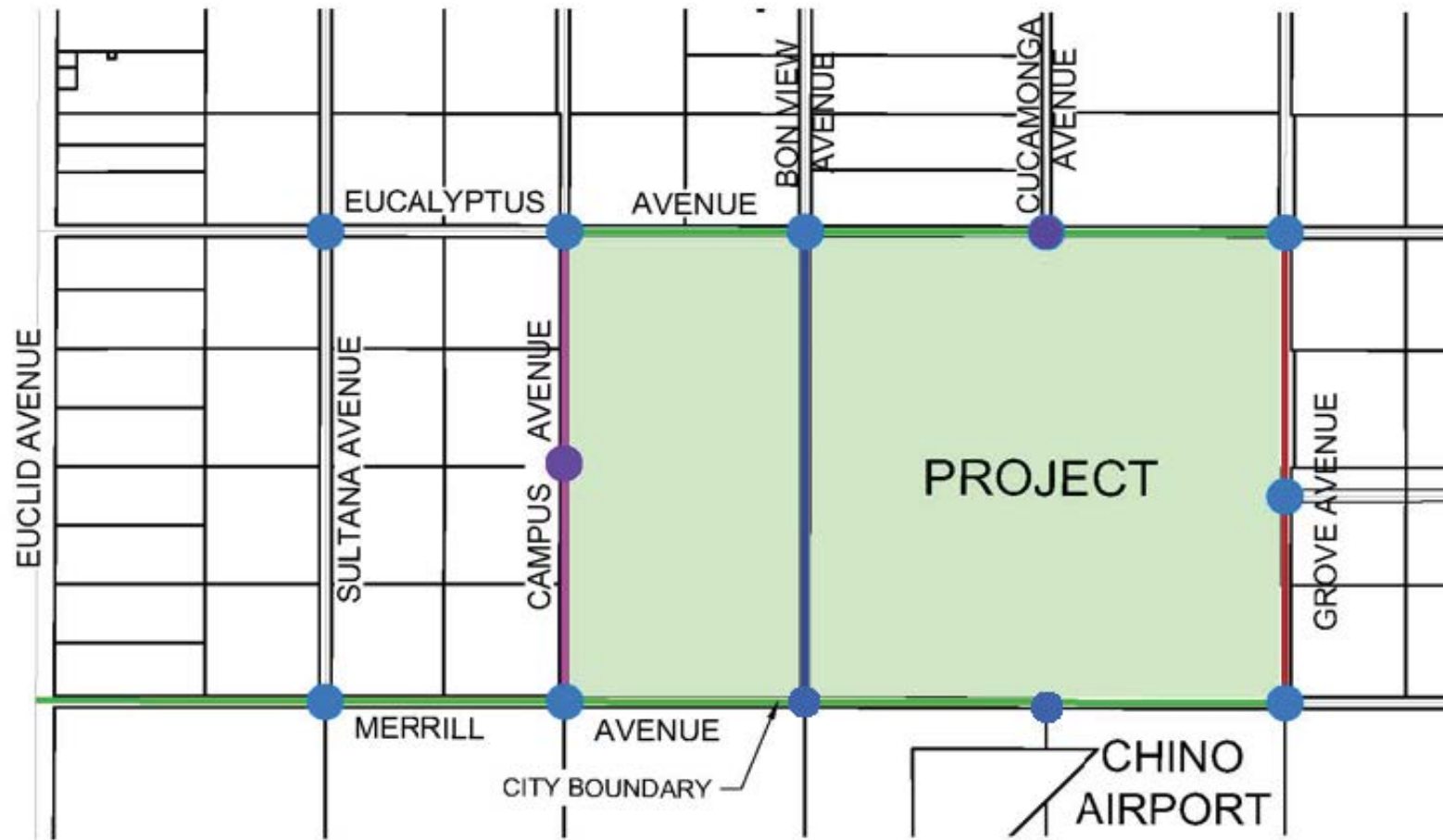
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Source: South Ontario Center Specific Plan (2021), Figure 3.13, Fiber Optic Plan

Figure 3-17: Fiber Optic Plan
 South Ontario Logistics Center Specific Plan

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NOTE

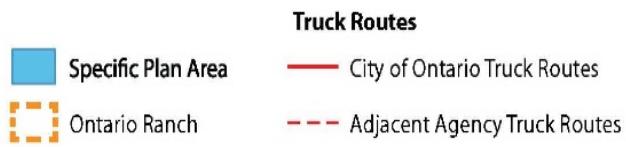
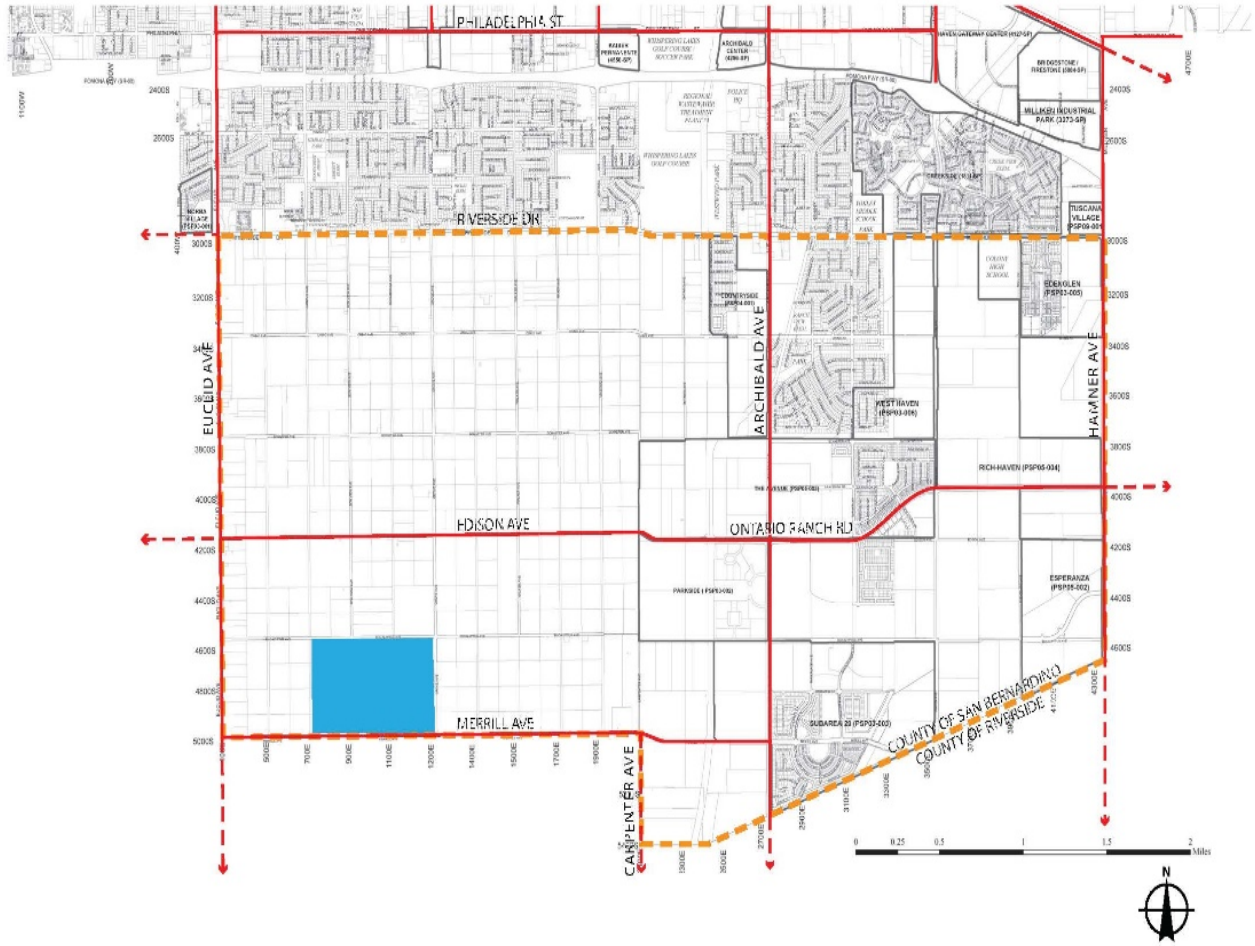
- NEW SIGNALIZED INTERSECTION AT MERRILL AVENUE AND BON VIEW AVENUE INTERSECTION PER TIA
- ALL ACCESS POINTS SHALL CONFORM TO TRAFFIC & TRANSPORTATION GUIDELINES AND ARE SUBJECT TO CITY APPROVAL
- ROADWAY IMPROVEMENTS ALONG EUCALYPTUS AVENUE TO EXTEND FROM EUCLID AVENUE TO CARPENTER AVENUE AND MERRILL AVENUE FROM EUCLID AVENUE TO CARPENTER AVENUE
- BRIDGES OVER CUCAMONGA CREEK AT EUCALYPTUS AVENUE AND MERRILL AVENUE TO BE CONSTRUCTED

Source: South Ontario Center Specific Plan (2021), Figure 3.2, Street Plan



Figure 3-18: Street Plan
South Ontario Logistics Center Specific Plan

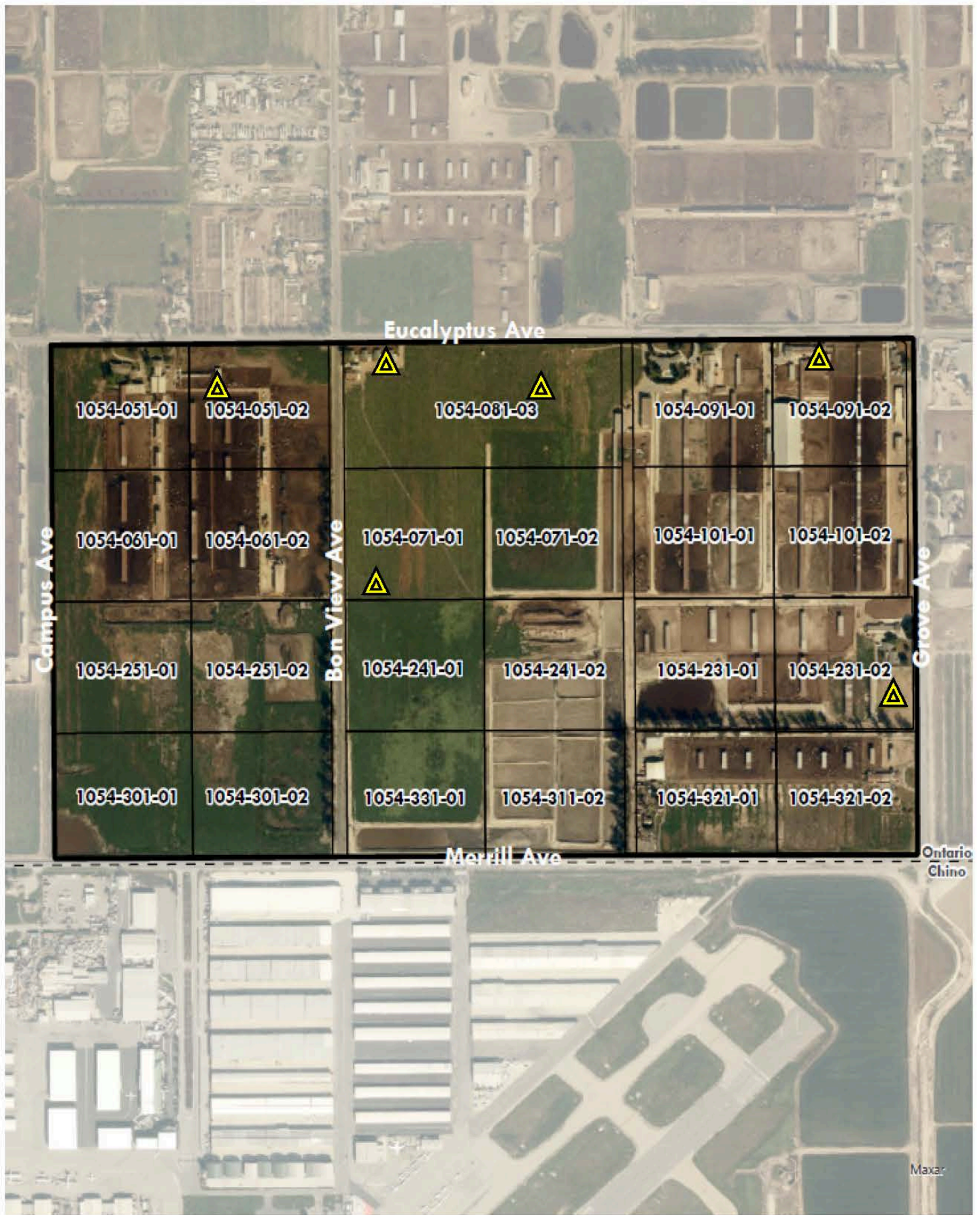
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Source: South Ontario Center Specific Plan (2021), Figure 3.5, Truck Routes

Figure 3-19: Truck Routes
 South Ontario Logistics Center Specific Plan


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 Project Site
  Existing Ground Water Well

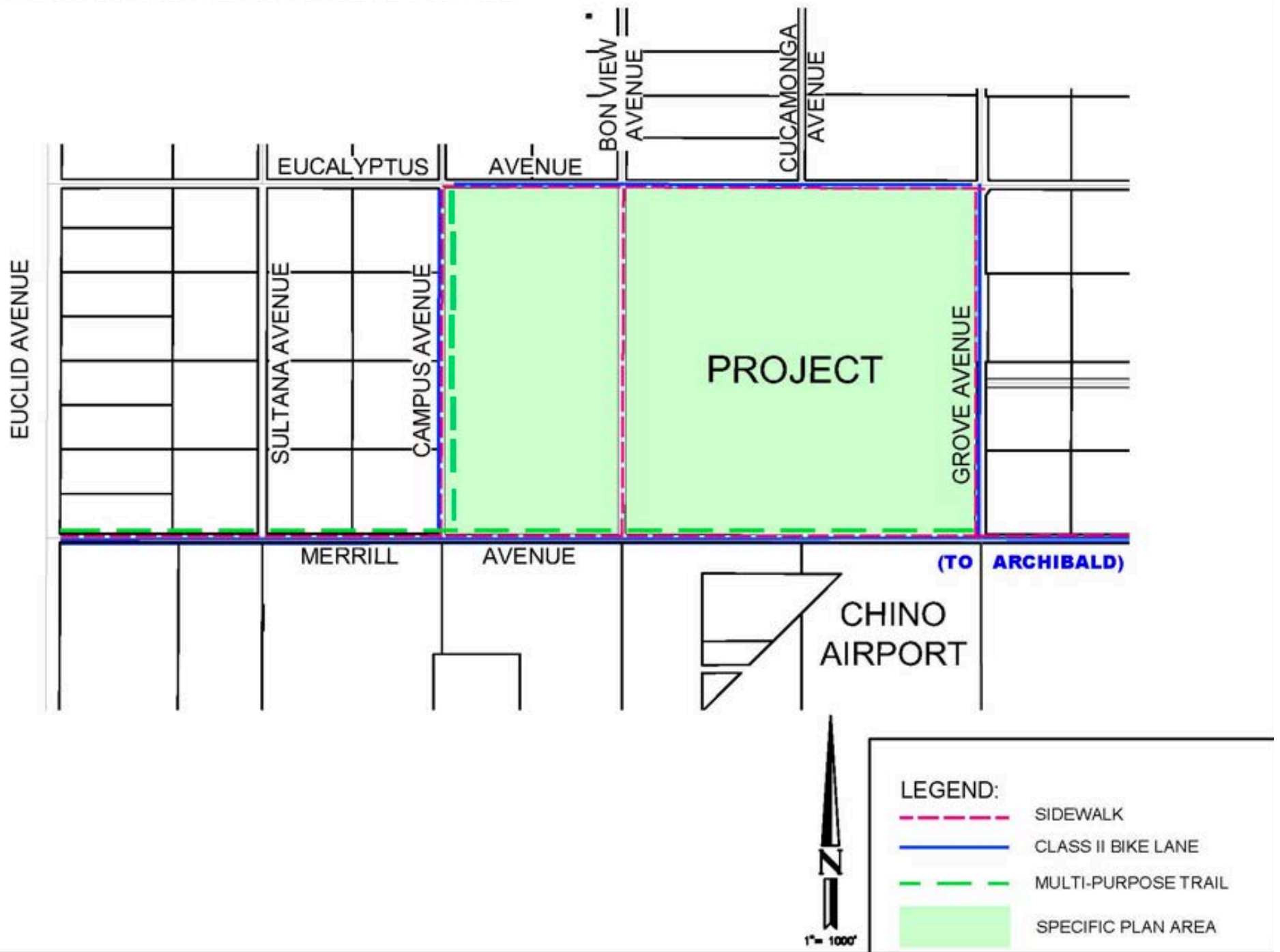
Source: South Ontario Center Specific Plan (2021), Figure 2.4, Existing Ground Water Wells

Figure 3-20: Existing Ground Water Wells
 South Ontario Logistics Center Specific Plan

 Not to scale

Kimley»Horn

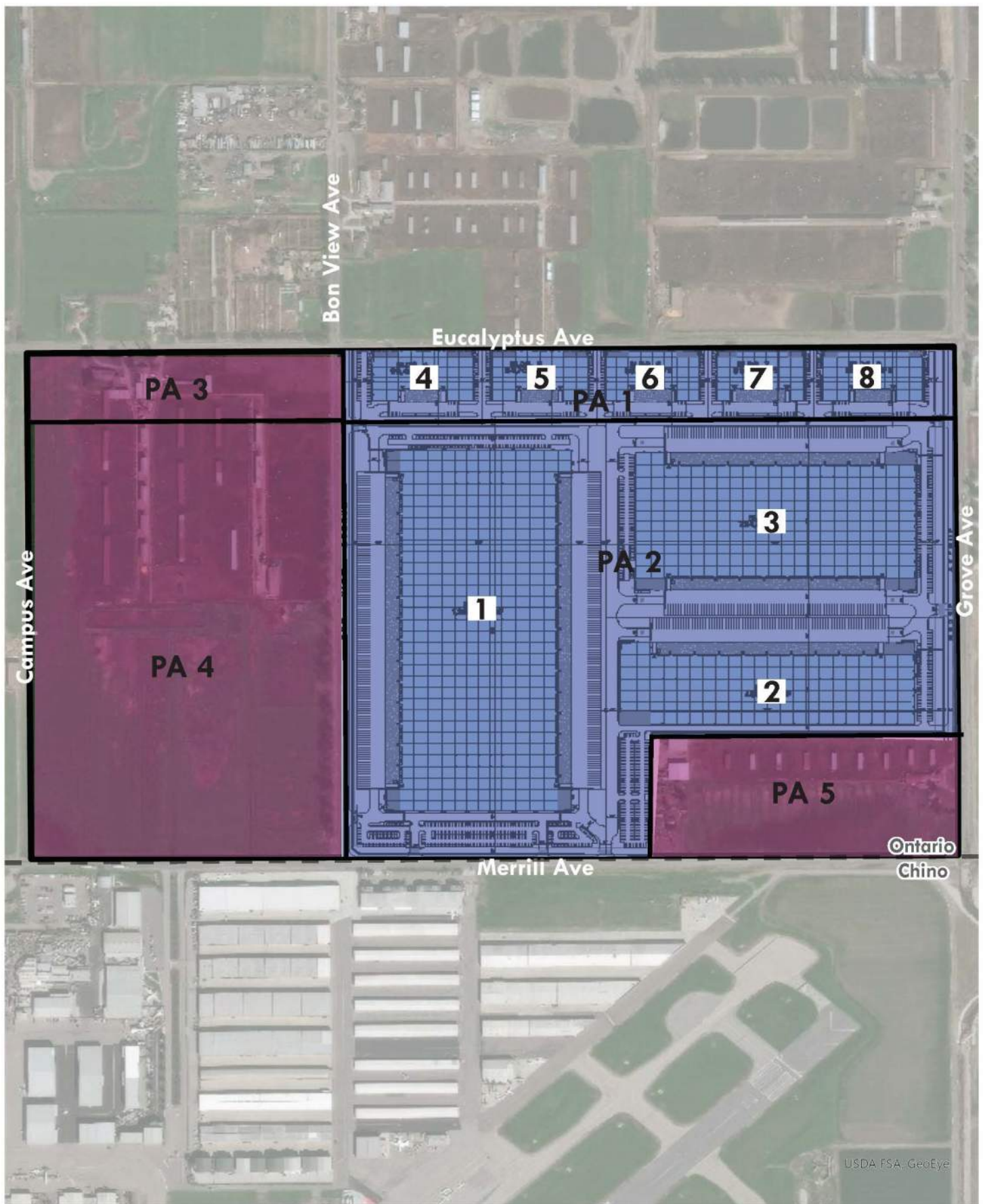
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Source: South Ontario Center Specific Plan (2021), Figure 3.6, Bicycle and Pedestrian Plan


Figure 3-21: Bicycle and Pedestrian Plan
 South Ontario Logistics Center Specific Plan

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Source: South Ontario Center Specific Plan (2021), Figure 3.16, Conceptual Phasing Plan

Figure 3-22: Conceptual Phasing Plan
 South Ontario Logistics Center Specific Plan

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4.0 ENVIRONMENTAL ANALYSIS

Section 4.0, Environmental Analysis, examines the environmental setting of the Project, analyzes the Project's effects and the significance of its impacts, and recommends mitigation measures to reduce or avoid impacts. This section contains separate sections for each environmental issue area that was determined to need further study in this draft environmental impact report (Draft EIR). This scope was determined through the notice of preparation (NOP), which was published December 4, 2020, (see *Appendix A*), and through public and agency comments received during the NOP comment period from December 4, 2020 to January 4, 2021 (see *Appendix A*). Additionally, a scoping meeting was held on December 21, 2020. Environmental issues and their corresponding sections are:

- Section 4.1, Agriculture and Forestry Resources
- Section 4.2, Air Quality
- Section 4.3, Biological Resources
- Section 4.4, Cultural Resources
- Section 4.5, Geology and Soils
- Section 4.6, Greenhouse Gas Emissions
- Section 4.7, Hazards and Hazardous Materials
- Section 4.8, Hydrology and Water Quality
- Section 4.9, Land Use and Planning
- Section 4.10, Noise
- Section 4.11, Population and Housing
- Section 4.12, Public Services
- Section 4.13, Transportation
- Section 4.14, Tribal Cultural Resources
- Section 4.15, Utilities and Service Systems

Sections 4.1 through 4.15 provide a detailed discussion of the environmental setting, effects associated with the Project, and mitigation measures designed to reduce significant impacts where required and when feasible. The residual impacts following the implementation of any mitigation measure are also discussed.

During preliminary environmental analysis it was also determined that certain issues under an environmental topic would not be significantly affected by implementation of the Project. These issues are discussed in *Section 7.0, Effects Found Not to be Significant*.

4.0.1 ORGANIZATION OF ENVIRONMENTAL ANALYSIS

Each potentially significant environmental issue area is addressed in a separate EIR Section (4.1 through 4.15) and is organized into the following subsections:

1. Environmental Setting
2. Regulatory Setting
3. Thresholds of Significance
4. Plans, Programs, and Policies
5. Project Impacts and Mitigation
6. Cumulative Impacts
7. Significant Unavoidable Impacts
8. References

In addition, *Section 1, Executive Summary*, has a table that summarizes all impacts by environmental resource.

4.0.2 TERMINOLOGY USED IN THIS DRAFT EIR

The threshold of significance is identified for each impact in this Draft EIR. Although the criteria for determining significance are different for each topic area, the environmental analysis applies a uniform classification of the impacts based on definitions consistent with the California Environmental Quality Act (CEQA) and the State CEQA Guidelines.

- **No Impact.** The project would not change the environment.
- **Less than significant.** The project would not cause any substantial, adverse change in the environment.
- **Less than significant with mitigation incorporated.** The EIR includes mitigation measures that avoid substantial adverse impacts on the environment.
- **Significant and unavoidable.** The project would cause a substantial adverse effect on the environment, and no feasible mitigation measures are available to reduce the impact to a less than significant level.

Assumptions Regarding Cumulative Impacts

State CEQA Guidelines §15130 states that cumulative impacts shall be discussed where they are significant. It further states that this discussion shall reflect the level and severity of the impact and the likelihood of occurrence, but not in as great a level of detail as that necessary for the project alone. State CEQA Guidelines §15130 defines cumulative impacts as "...two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." Cumulative impacts represent the change caused by the incremental impact of a project when added to other proposed or committed projects in the vicinity.

The State CEQA Guidelines §15130(b)(1) states that the information utilized in an analysis of cumulative impacts should come from one of two sources:

- A. A list of past, present and probable future projects producing related cumulative impacts, including, if necessary, those projects outside the control of the agency.
- B. A summary of projections contained in an adopted local, regional, or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect.

The cumulative impact analysis in this Draft EIR uses a hybrid approach of both Method A and Method B. Method A uses a quantitative analysis approach, using background growth assumption and references to adopted regional growth plans. Method B uses the City's The Ontario Plan (TOP), its comprehensive General Plan and Land Use Element, which was adopted by the Ontario City Council on January 27, 2010. Cumulative impact analyses will use the projections in the TOP and other long-range planning documents—such as Ontario's 2015 Urban Water Management Plan for water supply and SCAG's 2020–2045 RTP/SCS for land use and planning. A list of cumulative projects surrounding the Project area and their land use summary can be found in the Traffic Impact Analysis Report (*Appendix I*). These projects are further described below in, *Table 4 1, Related Approved and Pending Projects*.

Cumulative impact analyses for several topical sections are also based on the most appropriate geographic boundary for the respective impact. For example, cumulative hydrological impacts are based on the area's watershed (Santa Ana River Watershed), and wastewater impacts are based on the Inland Empire Utilities Agency (IEUA) service boundary, which includes other jurisdictions besides the City of Ontario. The approach is further discussed below and in each respective topical section. Several potential cumulative impacts that encompass regional boundaries (e.g., air quality, greenhouse gases, traffic) have been addressed in the context of various regional plans and their significance thresholds. The following is a summary of the approach and extent of cumulative impacts, which is further detailed in each topical environmental section.

- **Agriculture and Forestry Resources.** Agriculture and forestry resources impacts are assessed relative to federal, state, and local agricultural and forestry resource regulations.
- **Air Quality.** Air quality impacts are based on the regional boundaries of the South Coast Air Basin.
- **Biological Resources.** Regional evaluation considering regional habitat loss, protected species, and wildlife corridors, based primarily upon the San Bernardino Valley area.
- **Cultural Resources.** Cultural resources impacts are site-specific and generally do not combine to result in cumulative impacts. The cumulative analysis of historical resources includes the Project site and immediately surrounding area.
- **Geology and Soils.** Geologic and soils impacts are site-specific and generally do not combine to result in cumulative impacts.
- **Greenhouse Gas (GHG) Emissions.** Potential GHG impacts are not bounded by geography but affect global climate change. The assessment of cumulative GHG impacts, therefore, is based on consistency with regional plans and per-capita GHG reduction thresholds to achieve targeted reductions.
- **Hazards and Hazardous Materials.** Cumulative analysis highlights the regulatory requirements related to both airport hazards and wildfire hazards. Project impacts, however, are site-specific and generally would not combine with impacts of other projects to result in cumulatively considerable impacts.
- **Hydrology and Water Quality.** Cumulative hydrological impacts are based on the Santa Ana River Watershed, and water quality impacts are based on potential cumulative impacts on the Chino Groundwater Basin (Chino Basin).
- **Land Use and Planning.** Cumulative analysis is based on applicable jurisdictional boundaries and related plans, including The Ontario Plan, Ontario International Airport Land Use Compatibility Plan, and regional land use planning based on the Southern California Association of Governments.
- **Noise.** Cumulative traffic noise is assessed relative to applicable City General Plan noise-level standards. The study area is aligned with the traffic study area.
- **Population and Housing.** Cumulative impacts are assessed relative to citywide jobs-housing balances, applicable city general plan (including housing element), regional plans (Regional Transportation Plan/Sustainable Communities Strategy), and population/housing projections.

- **Public Services.** Cumulative impacts are based on potential related development within the applicable service provider boundaries (Ontario Fire Department and Police Department) and assessed relative to applicable plans and projections.
- **Transportation.** The traffic study considers both Project-specific impacts and the Project’s cumulative contribution to traffic in the Project vicinity. To assess cumulative traffic conditions, existing traffic is combined with Project trips, regional ambient growth, and trips generated by the projects specified in *Table 4-4, Cumulative Development Land Use Summary*, of the Traffic Impact Analysis (Appendix I1 of this Draft EIR).

Future traffic forecasts also include the effects of related projects expected to be implemented in the vicinity of the Project site prior to the buildout date of the Project. A total of 63 cumulative projects were identified in the study area and are listed in *Table 4-1, Related Approved and Pending Projects* and shown on *Figure 4-1, Related Projects*, below.

- **Tribal Cultural Resources.** Considers Native American territory that includes the Project site, as provided by the Native American Heritage Commission.
- **Utilities and Service Systems.** Water supply and distribution system impacts would be contiguous with IEUA service area. Wastewater conveyance and treatment would be contiguous with the IEUA service area. Cumulative impacts related to stormwater drainage would be contiguous with Upper Santa Ana River basin hydrologic units and the Santa Ana Regional Water Quality Control Board service area. Solid waste collection and disposal services would be contiguous with the City of Ontario. And natural gas and electricity services would be contiguous with the Southern California Gas Company and Southern California Edison service areas.

Related Projects

The list of related projects was prepared based on data received from the City of Ontario, City of Chino, City of Chino Hills, City of Eastvale, and City of Jurupa Valley. A total of 63 cumulative projects were identified in the study area for the traffic study, shown on *Table 4-1* and *Figure 4-1* below. These projects are expected to be implemented in the vicinity of the Project site prior to the buildout date of the Project.

Table 4-1: Related Approved and Pending Projects

No.	Project/Location	Land Use ¹	Quantity Units ²
City of Ontario			
O1	Parkside	SFDR	437 DU
		Multi-Family Attached (Apartments)	1,510 DU
		Shopping Center	115.000 TSF
O2	Subarea 29 & Amendment (40% complete)	SFDR	2,149 DU
		Shopping Center	87.000 TSF
O3	Colony Commerce West	High-Cube Warehouse	2213.360 TSF
		Manufacturing	737.786 TSF
O4	West Ontario Commerce Center SP	High-Cube Warehouse	1976.535 TSF
		Manufacturing	658.845 TSF
		Business Park	115.760 TSF

¹ SFDR = Single Family Detached Residential

² TSF = Thousand Square Feet; DU = Dwelling Unit; VFP = Vehicle Fueling Position ; AC = Acres; RM = Rooms

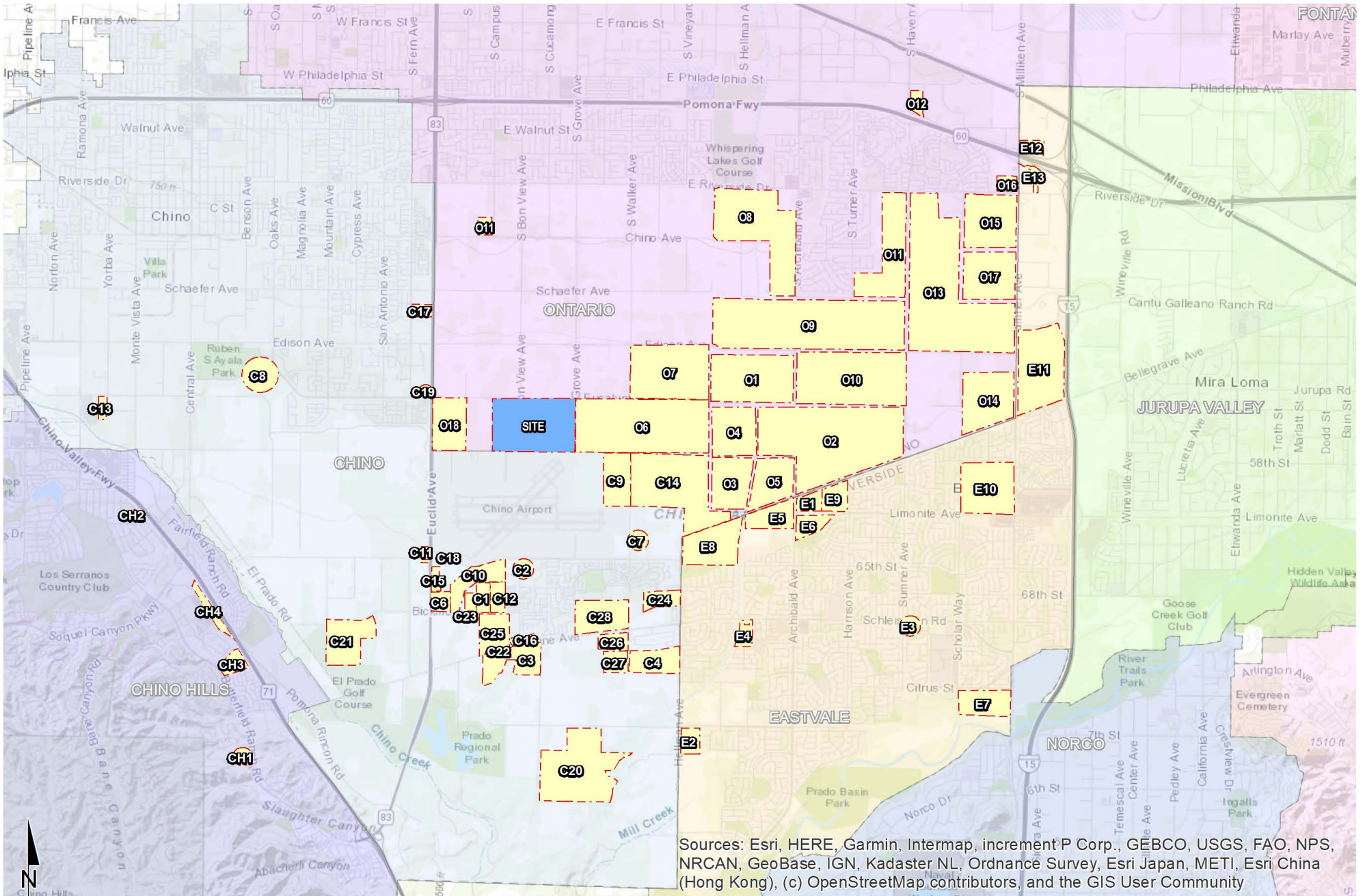
No.	Project/Location	Land Use ¹	Quantity Units ²
05	Colony Commerce East	High-Cube Warehouse	998.680 TSF
		Manufacturing	233.129 TSF
		Warehousing	699.387 TSF
06	Merrill Commerce Center	High-Cube Fulfillment Warehouse	7014.000 TSF
		Business Park	1441.000 TSF
06	Ontario Ranch Commerce Center	High-Cube Cold Storage Warehouse	1159.200 TSF
		Warehousing	337.600 TSF
		Business Park	290.200 TSF
07	Parente Home Ranch SP	SFDR	270 DU
		Condo/Townhouse	1,872 DU
		General Office	462.281 TSF
		Shopping Center	194.278 TSF
08	Countryside	SFDR	819 DU
	Armstrong Ranch	SFDR	994 DU
09	The Avenue	SFDR	2,020 DU
		Multi-Family Attached (Apartments)	586 DU
		Shopping Center	250.000 TSF
010	Grand Park	SFDR	484 DU
		Multi-Family Attached (Apartments)	843 DU
011	West Haven	SFDR	753 DU
		Shopping Center	87.000 TSF
012	Haven Gateway	General Light Industrial	42.160 TSF
		High-Cube Warehouse	168.640 TSF
013	Rich Haven	SFDR	2,732 DU
		Multi-Family Attached (Condo)	1,524 DU
		Shopping Center	317.400 TSF
014	Esperanza	SFDR	914 DU
		Multi-Family Attached (Apartments)	496 DU
015	Edenglen	SFDR	310 DU
		Multi-Family Attached (Condo)	274 DU
		Shopping Center	217.520 TSF
		Business Park	550.000 TSF
016	PDEV10-008 - Dry Food Storage	Mini-Warehouse	17.000 TSF
017	Tuscana Village	SFDR	176 DU
		Shopping Center	26.000 TSF
018	Ontario Ranch Commerce Center	High-Cube Fulfillment Warehouse	1,447.123 TSF
		Business Park	457.904 TSF
City of Chino			
C1	Bickmore Street Residential (TM 18858) (30% complete)	SFDR	185 DU
C2	TM17574 (80% complete)	Condo/Townhouse	108 DU
C3	Pines Community	SFDR	552 DU
		Public Park	3.0 AC
		Self-Storage & RV Storage	120.000 TSF
		Sports Park	41.8 AC

No.	Project/Location	Land Use ¹	Quantity Units ²
C4	Tract 19980 (Homecoming Phase 4)	Apartments	454 DU
	TTM No. 20166 & 20167	SFDR	148 DU
	Brio & TTM No. 21065 & 20168 (Orchards)	SFDR	239 DU
C5	Farmer Boys	Fast-food w/ Drive-Thru	3.218 TSF
		Shopping Center	2.300 TSF
C6	Euclid & Bickmore Warehouse	Warehousing	205.820 TSF
		General Light Industrial	51.030 TSF
		Business Park	110.620 TSF
C7	Kimball Business Park	Business Park	146.550 TSF
C8	Chaffey College Expansion	Junior/ Community College	93.50 AC
	College Park Commercial	Shopping Center	7.50 AC
C9	Chino Parcel Delivery	Parcel Delivery Facility	765.274 TSF
C10	Altitude Business Centre	Warehousing	715.000 TSF
		Light Industrial	255.000 TSF
		Business Park	233.000 TSF
		Self-Storage	110.000 TSF
C11	Majestic Gateway	Specialty Retail	25.000 TSF
		Pharmacy/Drugstore with Drive-Thru	13.000 TSF
		Fast-Food with Drive-Thru	8.600 TSF
C12	Bouma Residential	SFDR	106 DU
		Condo/Townhouse	94 DU
C13	Fairfield Inn & Suites (PL 17-0060 & PL 17-0061)	Hotel	111 RM
C14	Watson Industrial Park (40% complete)	High-Cube Warehouse	3,889.900 TSF
C15	Chino Business Park	General Light Industrial	165.500 TSF
		Business Park	21.500 TSF
C16	Flores Site	Shopping Center	4.000 TSF
		Gas Station w/ convenience store	16 VFP
		Express Car Wash	5.000 TSF
C17	Brewart Residential (Stonebrook - TM 18923)	SFDR	127 DU
C18	Archibald's (PL 17-0037)	Fast-Food with Drive-Thru	3.147 TSF
C19	TM 18972 (80% complete)	SFDR	147 DU
C20	Rancho Miramonte	SFDR	691 DU
		Condo/Townhouse	132 DU
		Neighborhood Retail	21.780 TSF
		Church	400 SEAT
C21	Majestic Chino Heritage	High-Cube Fulfillment Warehouse	1982.700 TSF
		High-Cube Cold Storage Warehouse	100.000 TSF
C22	Church	Church	47.979 TSF
		Daycare	190 STU
C23	Appesetche Residential	SFDR	60 DU
		Condo/Townhouse	160 DU
C24	Tract 19951, 19952, 19953, 19935 & 18479	SFDR	151 DU
		Condo/Townhouse	150 DU
C25	Ag. Buffer, Bungalow, Lic. Product, Liberty Deluxe, Lyon 2 & 3	SFDR	474 DU

No.	Project/Location	Land Use ¹	Quantity Units ²
C26	The Preserve Town Center (Blocks 6 and 7)	Multifamily Housing	549 DU
		Office	16.300 TSF
		Shopping Center	36.800 TSF
		Pharmacy with Drive-Thru	12.900 TSF
		Supermarket	45.000 TSF
		Fast-Food Restaurant with Drive-Thru	6.500 TSF
		Fast Casual Restaurant	13.750 TSF
		Quality Restaurant	13.750 TSF
C27	The Preserve Civic Center	Elementary School	1,200 STU
		Library	10.00 AC
		Community Center	10.00 AC
		Park	8.00 AC
C28	Falloncrest at the Preserve	Multifamily Housing (Low-Rise)	698 DU
		Multifamily Housing (Mid-Rise)	440 DU
		Public Parks	21.60 AC
		General Office	77.597 TSF
		Commercial Retail	77.597 TSF
City of Eastvale			
E1	The Merge	Warehousing	336.501 TSF
		Shopping Center	4.750 TSF
		Supermarket	30.000 TSF
		Gas Station w/ convenience store	16 VFP
		Pharmacy/Drugstore with Drive-Thru	14.600 TSF
		Fast-Food with Drive-Thru	6.000 TSF
		Automated Car Wash	4.000 TSF
		Fast-Food Without Drive-Thru	7.750 TSF
		Coffee/Donut Shop With Drive-Thru	2.500 TSF
E2	TR29997	SFDR	122 DU
E3	13-0632 - Sumner Residential (Stratham Homes)	SFDR	129 DU
E4	TR35751	Condo/Townhouse	243 DU
E5	PP23219 (PM35865) (50% complete)	General Light Industrial	738.430 TSF
E6	Eastvale Shopping Center	Free-Standing Discount Superstore	192.000 TSF
		Specialty Retail	9.200 TSF
		Fast-Food Without Drive-Thru	7.200 TSF
		Coffee/Donut Shop w/ Drive Thru	2.000 TSF
		Fast-Food with Drive-Thru	3.500 TSF
		Gas Station w/ convenience store and car wash	16 VFP
E7	Van Leeuwen	SFDR	224 DU
E8	SP00358 - The Ranch at Eastvale	Shopping Center	267.200 TSF
		General Light Industrial	801.500 TSF
		Business Park	1,121.100 TSF
E9	SC Limonite, LLC	SFDR	330 TSF
E10	Leal Master Plan	Lifestyle Center (Commercial)	1,300.000 TSF
		General Commercial	225.000 TSF
		Office	920.000 TSF
		Hotel	450 RM

No.	Project/Location	Land Use ¹	Quantity Units ²
		High Density Residential	500-660 DU
E11	Eastvale Commerce Center	Shopping Center	650.000 TSF
E12	S. Milliken Warehouse	High-Cube Warehouse	280.000 TSF
E13	15-1508 - Industrial Warehouse	Warehousing	155.000 TSF
City of Chino Hills			
CH1	Vila Borba Specific Plan (TR 16414)	SFDR	172 DU
CH2	Country Club Villas	Condo/Townhouse	46 DU
CH3	The Goddard School	Daycare	10.587 TSF
CH4	Heritage Professional Center	Hospital	55.000 TSF
		Medical Office Building	86.952 TSF
		Hotel	120 RM
		Shopping Center	38.848 TSF
		Restaurant	7.200 TSF

Please refer to *Sections 4.1 through 4.16* of this Draft EIR for a discussion of the cumulative impacts associated with development and growth in the City of Ontario and region for each environmental resource.



Source: Traffic Impact Analysis (2021), Exhibit 4-10 Cumulative Development Location Map

Figure 4-1: Related Projects
 South Ontario Logistics Center Specific Plan



Not to Scale

Kimley»Horn

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4.1 AGRICULTURE AND FORESTRY RESOURCES

This section of the Draft Environmental Impact Report (Draft EIR) identifies and evaluates the South Ontario Logistics Center Specific Plan's (Project) potential impacts to agriculture and forestry resources in the City of Ontario (City). This section will describe the environmental setting of the Project along with any applicable federal, state, regional and local regulations. Direct environmental impacts on agricultural and forestry resources will be assessed for the significance as well as any potentially cumulative impacts associated with the Project development. December 2020, the date of Notice of Preparation distribution, was used as the baseline against which to compare potential impacts associated with implementation of the Project. As necessary and to the extent feasible, mitigation measures will be provided to minimize any potentially significant environmental impact to less than significant levels.

Data used in preparation of this section were taken from various sources including the California Department of Conservation Farmland Mapping and Monitoring Program, the Ontario Plan (TOP), other environmental analyses prepared by the City, and information in the Specific Plan.

4.1.1 Environmental Setting

Regional

Southern California comprised 38 percent of the statewide urban and other development increase (17,125 acres). Five of the top ten urbanizing counties were in southern California with San Bernardino having 3,502 acres.

The southern California region was second in terms of irrigated land to urban land shifts, with 2,695 acres of conversion from irrigated land to urban land.

San Bernardino County (County) experienced a net loss of 850 acres of Important Farmland and an increase in 3,921 acres of new Urban and Built-Up land. In general, agricultural land has declined in the County region due to the profitability of dairy businesses in the Central Valley and because urban development has pushed agricultural development from the County. Land uses surrounding the City mostly support industrial and residential uses with some agricultural land parcels dispersed between, especially to the south in the City of Chino.

The California Department of Conservation regularly reviews and reports on the status of Farmland by county jurisdiction. *Table 4.1-1* presents information from the 2014-2016, California Farmland Conversion Report summarizing farmland conversion within the County.

Table 4.1-1: San Bernardino County 2014-2016 Land Use Conversion

Land Use Category	Total Acreage Inventoried		2014 – 2016 Acreage Changes			
	2014	2016	Acres Lost	Acres Gained	Total Acreage Changed	Net Acreage Changed
Prime Farmland	11,715	11,323	850	458	1,308	-392
Farmland of Statewide Importance	5,702	5,770	184	252	436	68
Unique Farmland	2,675	2,738	92	155	247	63
Farmland of Local Importance	605	562	118	75	193	-43
Important Farmland Subtotal	20,697	20,393	1,244	940	2,184	-304
Grazing Land	900,735	898,633	3,629	1,527	5,156	-2,102
Agricultural Land Subtotal	921,432	919,026	4,873	2,467	7,340	-2,406
Urban and Built-up Land	282,905	286,407	419	3,921	4,340	3,502
Other Land	244,700	243,604	2,540	1,444	3,984	-1,096
Water Area	510	510	0	0	0	0
Total Area Inventoried	1,449,547	1,449,547	7,832	7,832	15,664	0

Source: California Farmland Conversion Report 2014-2016 (California Department of Conservation Division of Land Resources Protection). Table A-28.

Additionally, the San Bernardino County Department of Agriculture (SBCDA) 2019 Crop Report provides an overview of agricultural production in the County, pursuant to the provisions of §2272 and §2279 of the California Food and Agricultural Code. This report provides the estimated production, acreage and gross value of the agricultural industry in the County for the year 2019. *Table 4.1-2* presents information from the SBCDA 2019 Crop Report summarizing primary sources of County agricultural production by dollar value. Currently, San Bernardino County is compiling statistics that will determine the total value of agricultural commodities in the County for 2020.

In 2019, the total value of agricultural commodities in the County was \$384,223,000. This was determined by information obtained from growers within the County. This total represents a \$109,170,000 decrease in value from 2018. The decrease in crop value is primarily contributed to the closure of 11 dairies, resulting in a decline in value of over \$64.5M in milk production. Other significant commodities that had a decline in value includes: chicken eggs (over \$10.2M); indoor decorative plants (over \$4.1M); strawberries (over \$2M); and the value and acreage of oranges continues to decline from the previous years due to the number of growers who are selling their land to developers. Agriculture remains a critical component of the economy in San Bernardino County.

The City lies in the SBCDA “Central,” “West End North,” and in portions of the “West End South,” in the County. These areas of the County are responsible for most of the percentage (by dollar value) of the County’s total agricultural production.

Table 4.1-2: San Bernardino County Top Ten Agricultural Products (by dollar value)

2019 Rank	Product	Value	% of Total	2017 Rank
1	Milk & Milk Products	\$109,615,000	28.53%	1
2	Cattle, Calves & Dairy Cull	\$71,770,000	18.68%	2
3	Eggs	\$33,276,000	8.66%	3
4	Replacement Heifers	\$29,283,000	7.62%	4
5	Trees & Shrubs (Incl. Roses)	\$18,038,000	4.69%	5
6	Indoor Decorative	\$17,427,000	4.54%	6

2019 Rank	Product	Value	% of Total	2017 Rank
7	Turf	\$10,826,000	2.82%	11
8	Citrus Fruit	\$9,724,000	2.53%	7
9	Groundcover/Bedding Plants	\$7,783,000	2.03%	9
10	Alfalfa (All Types)	\$7,492,000	1.95%	10
Total Top Ten:		315,234,000		
Source: County of San Bernardino Department of Agriculture/Weights & Measures 2019 Crop Report. Retrieved from: https://cms.sbcounty.gov/Portals/13/46255%20AWM%20CROP%20REPORT%202019_WEB.pdf?ver=2020-11-20-115927-480				

Southern California Agricultural Land Foundation Preserves

The San Bernardino County Agricultural Land Preserves within the City were managed by the Southern California Agricultural Land Foundation (SoCALF) until 2006, when the County took over management of these parcels. Hence, these areas are still referred to as SoCALF Preserves in the City. The SoCALF Preserves were established and maintained with funds from the 1988 Park Bond Act regulations. Much of the original 15,000-acre area of SoCALF Preserves is being developed by both Ontario and Chino. An amount of \$20 million was paid to the County from the State of California to establish and fund these lands if they remained in agricultural use within the San Bernardino County Agriculture Land Preserve (California Public Resources Code §§5905–5907). When the SoCALF Preserves are no longer being used for agricultural purposes, these funds must be returned to the state or used to purchase property of equal size and similar use within the San Bernardino County Agriculture Land Preserve. Approximately 200 acres are designated as SoCALF Preserves in the New Model Colony.

The City recognizes the importance of existing agricultural activities, and TOP includes goals and policies implemented to ensure protection of these agricultural resources. However, the City does not have any prohibitions that prevent the transition of agricultural land uses to urban land uses. While existing agricultural uses would be allowed to persist per the TOP, the City’s land use plan does not designate these areas for agricultural land uses. Although the intent of the SoCALF Preserves was to preserve Important Farmland in perpetuity in this area of the county, the preserves do not guarantee that Important Farmland would not be converted to nonagricultural uses within Ontario.

When the New Model Colony was annexed in 1999, the City zoned the area as Specific Plan, which requires the area to be developed with specific plans. Once a specific plan is implemented in an area, the provisions of that plan will determine the land use, which will be consistent with TOP. The land use plan for the City designates these areas for nonagricultural land uses provided that equivalent Important Farmland is preserved elsewhere, or funds associated with the 1988 Park Bond Act are returned. Important farmland outside of these preserves may be converted to nonagricultural uses without requiring the county to repay the funding to the state or relocating the farmland elsewhere in the San Bernardino County Agricultural Land Preserve. Consequently, buildout of TOP would replace the existing agricultural land in an economically productive way that would serve the growing population. Thus, Ontario’s future development emphasizes mixed-use, commercial, industrial, and residential projects rather than supporting the continuation of agricultural uses, which are becoming less economically viable.

The Ontario Plan Draft EIR Proposed Land Use Plan identifies the Specific Plan – Phase 2 Area, west of Bon View Avenue, under the SoCALF Preserve overlay.¹ Approval of the Specific Plan would permanently convert the existing SoCALF Preserve agricultural overlay for industrial and business park uses. Although the conversion of the Important farmland and SoCALF Preserve areas were found to be significant and unavoidable, the impacts from the conversion of agricultural uses to nonagricultural uses were accounted for in the TOP and a Statement of Overriding Considerations was adopted in 2018 by the Ontario City Council in regard to these conversions². Agricultural uses and agriculture support various uses within the Specific Plan Area, including the SoCALF Preserve area, would continue on an interim basis per the TOP’s Right to Farm Ordinance but would cease upon the anticipated future development of the South Ontario Logistics Center Specific Plan.

Local

Ontario Ranch (New Model Colony)

The Ontario Ranch area covers 8,200 acres of the former 14,000-acre San Bernardino Agricultural Preserve, which was historically used for dairy or cattle farming. The Agricultural Preserve was divided and incorporated into the Cities of Chino, Chino Hills, and Ontario in 1999, where the City named its portion the “New Model Colony.” According to the TOP Final EIR, the majority of the agricultural land in the New Model Colony revised the prior agricultural land use designations to public land, open space, industrial, residential, or commercial uses.

City of Ontario Policy Plan

The TOP Final EIR, certified January 27, 2010,³ analyzed the proposed land uses of TOP compared to the existing conditions in the City during the time of report preparation for their impacts to agricultural land uses. TOP projected that with full buildout of the proposed land use plan, that there would be no agricultural land use designations in the City except for the 200 acres of SoCALF preserves. Note that the SoCALF Preserves would be removed upon buildout of the TOP.

The TOP EIR proposed mitigation measures to reduce impacts to agricultural lands which included the following: retention of on-site agricultural uses; replacement of agricultural resources off-site; relocation of prime farmland topsoil; establishment of conservation easement or preserves; and payment in lieu of transfer or development rights. It was determined that the mitigation proposed and considered would not prevent significant impacts from occurring and were rejected, and City Council adopted a Statement of Overriding Considerations for impacts to agricultural uses as a result of TOP implementation.

Project Site

The Project site area is characterized by agricultural uses on flat land. The Project site currently contains a dairy farm and residential structures. The remainder of the site is used as irrigated cropland with berms located along the site perimeter. According to the California Important Farmland Finder (CIFF), the Project

¹ TOP EIR. Proposed Land Use Map. Retrieved from: <https://www.ontarioplan.org/wp-content/uploads/sites/4/2016/05/32007.pdf>

² City of Ontario. Adoption of Statement of Overriding Considerations. (2018). Retrieved from: https://www.ontarioca.gov/sites/default/files/Ontario-Files/Planning/Documents/city_of_ontario_2018_ceqa_guidelines.pdf.

³ <https://ceqanet.opr.ca.gov/2008101140/4> (accessed August 19, 2021).

site contains Prime Farmland, Grazing Land, and Other Land.⁴ There is no Forest Land located on the Project site. Refer to Section 4.1.2, Regulatory Setting below for agricultural designations. Several parcels within the Specific Plan area contains Williamson Act Contract (Contract #72-392) on APN 1054-051-01, 02 and 1054-061-01, 02.⁵ These parcels encompass approximately 74-acres of agricultural land. However, a notice of non-renewal was recorded, starting the process to terminate this Contract. As one of the discretionary actions associated with the Specific Plan, these existing Williamson Act Contracts will be canceled. Cancellation would comply with provisions and requirements identified at Government Code (GC) §51280 et seq. The City would be required to make the required statutory findings (GC §51282(a)). The landowner would be required to pay the requisite cancellation fee. Furthermore, pursuant to the Housing Accountability Act, or Senate Bill 330 (SB330) compliance, the Project would designate a SB330 Replacement Site to offset the loss of residential zoning capacity within the Project site. As discussed in Section 3.0, Project Description, this would involve the creation of an Overlay District which would increase the residential zoning capacity of the SB330 Replacement Site by 476 units. The proposed Overlay District would allow an additional 1,352 DU, or an overall increase of approximately 37% in dwelling units for this 473-acre area. An Overlay District would require a Zone Change to be implemented by the City in order to effectively rezone the site to accommodate increased residential density to ensure compliance with SB330. Should the City's TOP Update or Housing Element Update be approved prior to the Project being approved, the Overlay District may not be necessary should City staff determine that adequate additional residential density is provided for within the City's TOP Update and/or Housing Element Update).

SB330 Replacement Site

Land use within the SB330 Replacement Site includes residential, general commercial, and neighborhood commercial, as well as open space park land, based off the City's Land Use Plan⁶. There are plots of land used for agricultural purposes, as well as nurseries and storage for trucks and trailers scattered throughout the SB330 Replacement Site. According to the CIFF, the SB330 Replacement Site consists of Prime Farmland, Urban and Built-Up Land and Other Land, but it does not contain Forest Land.⁷ Once rezoning of the dwelling units begins, agricultural land will be replaced and utilized for higher density residential land use. There are several active Williamson Act contracts located within the SB330 Replacement Site.⁸ Once development is proposed for the SB330 Replacement Site, a notice of non-renewal may be recorded, starting the process to terminate these contracts. As one of the discretionary actions associated with the development of this site, these existing Williamson Act Contracts will be canceled. Cancellation of any site will comply with provisions and requirements identified at Government Code (GC) §51280 et seq. The City would be required to make the required statutory findings (GC §51282(a)). The landowner would be required to pay the requisite cancellation fee.

⁴ California Dept. of Conservation (DOC). 2016. California Important Farmland Finder. <https://maps.conservation.ca.gov/dlrp/ciff/> (accessed January 2021).

⁵ SOLC. Specific Plan, Section 2.3 Williamson Act Contracts, page 2-3.

⁶ City of Ontario. Land Use Map. (2010). Retrieved from: https://www.ontarioplan.org/wp-content/uploads/sites/4/2021/05/TOPLUP_Map24x3610_6_20210524_V_1.pdf.

⁷ California Important Farmland Finder. Retrieved from: <https://gis.data.ca.gov/datasets/8ab78d6c403b402786cc231941d1b929>

⁸ City of Ontario. Williamson Act Contract Status. (2021). Retrieved from: https://www.ontarioca.gov/sites/default/files/Ontario-Files/Planning/williamson_act_status_map_november_2018.pdf

Zoning Designation

According to the City's Zoning Map, the Project site is currently zoned with an Agricultural Overlay. Project buildout would include zoning regulations for development on the site which includes General Industrial, and Business Park uses. The Agricultural Overlay Zone (Right to Farm Ordinance) requires that each project address the appropriate transition of the area from agricultural uses to urban uses and include provisions for buffering between the proposed uses to protect agricultural and urban uses. Furthermore, Section 9-1.2700, *Agricultural Overlay Zoning District*, of the Ontario Municipal Code, allows for the continuation of agricultural uses on an interim basis, until such time that urban development consistent with the TOP occurs. The zoning is effectively being changed to Specific Plan in accordance with Project development, so the Agriculture Overlay is removed upon approval.

Surrounding Uses

Land uses surrounding the Project site include agricultural uses to the north and east, public uses for the Chino Airport to the south, and residential and agricultural uses to the west. Planning Areas 1 and 3 of the Project site would be located along Eucalyptus Avenue and would be designated for "Business Park" land uses. Planning Areas 2, 4, and 5 would be designated for "Industrial" land uses and located south of Planning Areas 1 and 3, north of Merrill Avenue, along the frontage Bon View Avenue (west) and Grove Avenue (east).

North: Eucalyptus Avenue and agricultural uses designated for future Business Park buildings that would be utilized as offices, light manufacturing, and warehouse/distribution uses.

West: This will be designated for future improvements and construction of roadways, landscaping, signage, lighting, and utilities to serve the site.

South: Merrill Avenue, designated as Industrial land usage and the Chino Airport. This area will provide enhanced vehicular circulation and an improved access plan through the Project site.

East: Grove Avenue and agricultural uses including dairy farms to the east of Grove Avenue.

4.1.2 Regulatory Setting

Federal

Farmland Protection and Policy Act

The Farmland Protection and Policy Act (FPPA), United States Code Title 7 §4201, was enacted in 1981 to minimize the loss of prime and unique farmlands because of federal actions by converting these lands to nonagricultural uses. It ensures that federal programs are consistent with state, local, and private programs and policies to protect farmland.

State

Farmland Mapping and Monitoring Program

Pursuant to California Government Code §65570, the California DOC Farmland Mapping and Monitoring Program (FMMP) compiles important farmland maps for the state. These maps combine soil survey and current land use information to provide an inventory of agricultural resources in each county, based on data from the U.S. Department of Agriculture and Natural Resources Conservation Service. The maps show urbanized lands and a qualitative sequence of agricultural designations. County, state, and federal agencies have established several classifications of important agricultural land based on factors such as soil characteristics, climate, and water supply.

Prime Farmland. This has the best combination of physical and chemical features and can sustain long-term agricultural production. The land has the soil quality, growing season, and moisture supply needed to produce sustained high yields and it must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.

Farmland of Statewide Importance. Similar to Prime Farmland but with minor shortcomings, such as greater slopes or less ability to store soil moisture. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.

Unique Farmland. Lesser-quality soils used for the production of the state's leading agricultural crops. This land is usually irrigated but may include non-irrigated orchards or vineyards. Land must also have been cultivated at some time during the four years prior to the mapping date.

Farmland of Local Importance. Land of importance to the local economy, as defined by each county's local advisory committee and adopted by its board of supervisors. This refers to all farmable lands in the county that do not meet the definitions of Prime, Statewide, or Unique. This includes land that is or has been used for irrigated pasture, dryland farming, confined livestock and dairy, poultry facilities, aquaculture, and grazing land.

Grazing Land. This has existing vegetation that is suited to the grazing of livestock. This category was developed in cooperation with the California Cattlemen's Association, University of California Cooperative Extension, and other groups interested in the extent of grazing activities. The minimum mapping unit for Grazing Land is 40 acres.

Urban and Built-Up Land. This land is occupied by structures with a building density of at least one unit to 1.5 acres, or approximately six structures to a 10-acre parcel. This land is used for residential, industrial, commercial, construction, institutional, public administration, railroad, and other transportation yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, water control structures, and other developed purposes.

Other Land. This land is not included in any other mapping category. Common examples of this type of land include low-density rural developments; brush, timber, wetland, and riparian areas not suitable for livestock grazing; confined livestock, poultry, or aquaculture facilities; strip mines or borrow pits; and

water bodies smaller than 40 acres. Vacant and nonagricultural land surrounded on all sides by urban development and greater than 40 acres is mapped as Other Land.

Note that California Environmental Quality Act (CEQA) analysis focuses on impacts to three categories of mapped farmland—Prime Farmland, Farmland of Statewide Importance, and Unique Farmland. In this section, the term “mapped important farmland” refers to these three categories of farmland combined.

California Land Conservation Act (Williamson Act)

The California Land Conservation Act, or Williamson Act, was adopted in 1965 (California Government Code §§51200 et. seq.). The act was established to encourage the preservation of agricultural lands in view of the increasing trend toward their “premature and unnecessary” urbanization. The act enables counties and cities to designate agricultural preserves (Williamson Act lands) and offer preferential taxation to agricultural landowners based on the land’s income-producing value. In return for the preferential tax rate, the landowner is required to sign a contract (Williamson contract) with the county or city agreeing not to develop the land for a minimum of 10 years. The contract is renewed automatically on its anniversary date unless a notice of nonrenewal or petition for cancellation is filed. There are a number of Williamson Act contracts within the City that have yet to expire. Any land held in a Williamson Act contract will have to be filed for nonrenewal and the contract will have to be allowed to expire before any development occurs on it.

City of Ontario Policy Plan

The City of Ontario Policy Plan Environmental Resources Element contains policies which pertain to existing farms and improving the transition of farms to urban uses:

Goal ER5: Protected high value habitat and farming and mineral resource extraction activities that are compatible with adjacent development.

- **Policy ER5-3 Right to Farm.** We support the right of existing farms to continue their operations within the New Model Colony.
- **Policy ER5-4 Transition of Farms.** We protect both existing farms and sensitive uses around them as agricultural areas transition to urban uses.

City of Ontario Municipal Code

The City of Ontario Municipal Code contains regulations pertaining to agricultural resources in the City, including:

- **Ontario Development Code, Chapter 6, Development and Subdivision Regulations, Division 6.01, District Standards and Guidelines, Division 6.01, §6.01.035, Overlay Zoning Districts.** The purpose of the AG Overlay District is to accommodate the continuation of agricultural uses within the City, on an interim basis, and to allow for the establishment of general agricultural uses, such as dairies, within certain areas of concentrated agricultural use. This section regulates development in the New Model Colony to create compatibility between agricultural and nonagricultural uses. It recognizes that specific plans will guide the development of the New Model Colony. The overall goal of the ordinance is to prevent unnecessary urban

development in the area unless the development has been planned. New construction, except for agricultural uses or agricultural-related activities, and single-family homes and building ancillary thereto, shall first require the adoption of a Specific Plan, which prescribes the allowed land uses, development regulations and guidelines, and sign regulations applicable to the project.

4.1.3 Thresholds of Significance

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 Department 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.

According to *Appendix G* of the *State CEQA Guidelines*, a project would normally have a significant effect on the environment if it would:

- 1) 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?
- 2) Conflict with existing zoning agricultural use, or a Williamson Act contract?
- 3) 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))?
- 4) Result in the loss of forest land or conversion of forest land to non-forest use
- 5) 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?

4.1.4 Plans, Programs, and Policies

Refer to above discussion regarding existing Regulatory Framework.

4.1.5 Project Impacts and Mitigation

Methodology

Agricultural resources were assessed based on the California Department of Conservation's FMMP, which is a biennial report and mapping resource on the conversion of farmland and grazing land. The FMMP identified over 150 acres of Prime Farmland on the Project site. Williamson Act contract lands were identified by the Department of Conservation and the City; the Project site contains several parcels under a Williamson Act contract.

Development of the Project site was analyzed for conversion of Prime Farmland to non-agricultural use and changes in the existing environment that would remove farmland from agricultural production. The evaluation of impacts to agricultural resources is based on the amount of agricultural land on-site and in the surrounding area, and the effect the proposed Project would have on the existing resources.

Approach to Analysis

This analysis of impacts on agriculture and forestry resources examines the Project's temporary (i.e., construction) and permanent (i.e., operational) effects based on significance criteria/threshold's application outlined above. For each criterion, the analyses are generally divided into two main categories: (1) construction impacts and (2) operational impacts. The impact conclusions consider the potential for changes in environmental conditions, as well as compliance with the regulatory framework enacted to protect the environment.

The baseline conditions and impact analyses are based on review of Project maps and drawings, analysis of aerial and ground-level photographs, and review of various data available in public records, including review of relevant local planning documents. The determination that a Project component will or will not result in "significant" adverse effects on agriculture and forestry resources considers the available policies and regulations established by local and regional agencies and the amount of deviation from these policies in the Project's components.

Impact Analysis

The following impact analysis addresses thresholds of significance for which the preliminary environmental analysis disclosed potentially significant impacts.

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?

Level of Significance: Significant and Unavoidable Impact

Specific Plan-Phase I/Future Development Areas

Construction and Operations

The Project proposes to convert the existing Prime Farmland, Grazing Land, and Other Land on-site into a 219.39-acre business park and industrial/warehousing usage. Impacts to the agricultural lands as a result of such conversion is considered to be a significant and unavoidable impact for which the City Council adopted a Statement of Overriding Considerations in January 2010, as part of the City's TOP EIR approval, pursuant to State CEQA Guidelines §15093. Likewise, the implementation of the Land Use Plan of TOP would potentially convert all acres of the City's Important Farmland to non-farmland uses, including residential, commercial, mixed-use, public, open space, and industrial. The City does not have any prohibitions that prevent the transition of agricultural land uses to urban land uses. While existing agricultural uses would be allowed to persist, the Land Use Plan does not designate these areas for agricultural land uses.

As discussed in Section 4.1.1 above, the Proposed Land Use Plan Map in the TOP EIR identifies the Specific Plan – Phase 2 Area, west of Bon View Avenue, within a SoCALF Preserve overlay.⁹ Although the intent of the SoCALF Preserves is to preserve Important Farmland, the SoCALF Preserves do not guarantee that Important Farmland would not be converted to non-agricultural uses within the City. The Overlay Zoning provides for agricultural uses within the City on an interim basis, until such time that urban development consistent with TOP occurs. TOP’s primary focus from converting agricultural land is to develop land in an economically productive way that would serve the growing population. Ontario’s future development emphasizes mixed-use, commercial, industrial, and residential projects rather than supporting the continuation of agricultural uses, which are becoming less economically viable. The Project would be consistent with TOP as it would support development of land in an economically productive way that would serve the growing population but would convert Prime Farmland and the SoCALF Preserve for urban uses. Therefore, Project implementation would result in potentially significant and unavoidable impacts related to conversion of Prime Farmland to non-agricultural use. Note, as stated previously, the City has previously adopted a Statement of Overriding Considerations for significant and unavoidable impacts to agricultural lands with full buildout of TOP, which allows the decision-making body of the City to approve a project despite one or more unmitigated significant environmental impacts identified in the Final EIR.

SB330 Replacement Site

Construction and Operations

Portions of the 473-acre SB330 Replacement Site along Grove Avenue consist of approximately 80 acres of Prime Farmland. These areas historically and currently are used for agricultural purposes. According to the CIFF, the SB330 Replacement Site mostly contains Other Land within its boundaries, which are not agriculturally significant. Construction and operation of the SB330 Replacement Site would convert Prime agricultural land to urban uses. However, conversion of agricultural land was already addressed in the City’s TOP EIR to be aligned with the City’s Land Use Plan, therefore accounting for the removal of agricultural land to no longer be economically infeasible.¹⁰ The rezoning of the SB330 Replacement Site has no additional impacts that were not already evaluated in the TOP EIR, as there is no change in the development area. Therefore, consistent with Findings of the City’s TOP EIR, rezoning of the SB330 Replacement Site would result in potentially significant impacts related to conversion of Prime Farmland to non-agricultural use. This impact is significant, unavoidable, and unmitigable. Refer to Impact 4.1-1 above.

Conclusion

As stated above, the City is focusing on developing land in an economically productive way that would serve the growing population. Thus, the City’s future development emphasizes mixed-use, commercial, industrial, and residential projects rather than supporting the continuation of agricultural uses, which are becoming less economically viable. Development and implementation of TOP would have significant

⁹ TOP EIR. Proposed Land Use Map. Retrieved from: <https://www.ontarioplan.org/wp-content/uploads/sites/4/2016/05/32007.pdf>

¹² TOP EIR. (2010). Section 5.2, Agricultural Resources. <https://www.ontarioplan.org/wp-content/uploads/sites/4/2016/05/31680.pdf>. Retrieved June 10, 2021

impacts on agricultural resources in the City.¹¹ With the development of the Project site and SB330 Replacement Site, a significant and unavoidable impact will occur.

Mitigation Measures

The following mitigation measure will reduce impacts related to phased conversion of agricultural uses within the Specific Plan site:

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.

In accordance with the findings of the TOP EIR mitigation measures implemented, there are no feasible mitigation measures that would reduce the Project’s significant impacts regarding agricultural conversion to levels that would be less than significant. According to the TOP EIR findings, while the City maintains a Right-to-Farm ordinance, use of farm equipment and odors associated with dairy farming in the Ontario Ranch area is not compatible with densities proposed in the City’s Land Use Plan.¹² Furthermore, several mitigation measures to reduce the impacts of TOP on agriculture were considered; however the agriculture development within the City burdened the San Bernardino County region with air quality issues resulting from methane, water quality pollution, and hazardous emissions.¹³ None of the mitigation measures considered by the City would feasibly be able to reduce the significant impacts to levels less than significant and impacts would remain significant and unavoidable. The measures considered are discussed further below. Furthermore, conversion of agricultural lands and loss of Prime Farmland resulting from the Project have already been considered and addressed in the TOP EIR¹⁴.

The Specific Plan build-out area is designated for urban development pursuant to the TOP. Existing agricultural uses are in various stages of converting to urban uses that are consistent with the TOP. As the agricultural uses diminish, so too are the necessary support uses such as feed stores, agricultural equipment sales and rentals, and manure services. In addition, as described previously, dairy farming has become less and less viable in the City’s region. The dairy industry in the County has consistently and sharply declined since 2000, and incentives to convert to urban uses are increasing. Existing agricultural uses within the City are becoming economically unsustainable and represent land uses that are

¹¹ TOP EIR. (2009). Retrieved from: <https://www.ontarioplan.org/wp-content/uploads/sites/4/2016/05/31680.pdf>

¹² TOP, EIR. (2010). Section 5.2, Agriculture and Forestry. Subsection 5.2.7 Mitigation Measures, page 5.2-12. Retrieved from: <https://www.ontarioplan.org/wp-content/uploads/sites/4/2016/05/31680.pdf>

¹³ Ibid.

¹⁴ Ibid.

increasingly incongruous with continuing urbanization of the City.¹⁵ Transition of existing agricultural uses and farmland to non-agricultural uses is an unavoidable effect of implementing the TOP. The TOP EIR considered various mitigation measures that could reduce impacts to agricultural resources but concluded that there are no feasible mitigation measures that would reduce the loss of agriculture to levels that would be less than significant. TOP EIR mitigation measures that were considered and rejected are described below.

Ontario Plan EIR Mitigation Measure: Retention of On-Site Agricultural Uses. Retention of agricultural uses within the City would create or maintain islands of agricultural uses within an urbanized setting, exacerbating potential land use conflicts and land use incompatibilities. Moreover, TOP does not envision long-term use of City properties for agricultural purposes. This is evidenced in the adopted Land Use Plan, which does not establish or maintain any “Agricultural” Land Use designations within the City. Preservation of agricultural land uses would therefore conflict with the adopted Land Use Plan. The “Retention of On-Site Agricultural Uses” mitigation strategy would require comprehensive amendment of the Policy Plan.

Additionally, economic viability of agricultural uses in the City has declined as a result of losing many of the necessary support services. Increasing urbanization, rising land values, and relatively high operational costs have also put City agricultural and dairy farming uses at a competitive disadvantage in regional markets. Ultimately, the long-term viability of agriculture within the City is limited due to the increasing land values, increased water costs, higher labor costs, higher property taxes, competition from other parts of the state, and the growing urbanization of the area. Based on the preceding, retention of on-site agricultural uses is considered economically infeasible.¹⁶

Ontario Plan EIR Mitigation Measure: Replacement of Agricultural Resources Off-Site. Replacement of agricultural resources at an off-site location would require the Project applicant to purchase off-site replacement acreage not designated as Farmland and improve or restore it to Farmland status. Creation of additional Farmland in the City is contrary to the Land Use Plan policies and vision as summarized previously and would require comprehensive amendment of the Policy Plan. The potential to provide off-site mitigation for the loss of agricultural land and agricultural uses was considered but rejected as infeasible in the Policy Plan EIR. Using another area within the Project site area for mitigation of impacts related to the Project would result in the same issues as previously described in consideration of on-site mitigation. Therefore, similar to the reasons why on-site mitigation is not feasible, off-site mitigation within the Project site is also infeasible. In addition, off-site mitigation within the region is also considered infeasible due to the decreasing economic vitality of agriculture in the Project area and southern California and increased urbanization pressures on existing agricultural lands.

Further, the creation of new Farmland-status properties outside the City is beyond the Lead Agency and Project applicant control. The Farmland status at any site would be assigned through the California Department of Conservation Farmland Mapping and Monitoring Program Important Farmland Series mapping protocol. Moreover, creation of new Farmland-status properties at extra-jurisdictional locations

¹⁵ TOP, EIR. (2010). Retrieved from: <https://www.ontarioplan.org/environmental-impact-report/>

¹⁶ Ibid.

could result in land use conflicts at the interface of agricultural uses and urban uses similar to those the City has experienced and seeks to avoid through implementation of the Land Use Plan.

Additionally, the “Replacement of Agricultural Resources Off-Site” mitigation strategy would likely result in potentially adverse environmental impacts including, but not limited to, impacts to biological resources, hydrology/water quality, air quality, greenhouse gas emissions, and land use and planning. In this regard, the mitigation strategy would likely result in increased, rather than diminished environmental impacts. Based on the preceding, replacement of agricultural resources at off-site locations is considered infeasible.¹⁷

Ontario Plan EIR Mitigation Measure: Relocation of Prime Farmland Topsoil. Relocation of Farmland topsoil would entail removal of the top 12 to 18 inches of topsoil from Farmland properties and the placement of this soil at sites that have lesser quality soil. This would promote creation of new or additional Farmland status properties in the City, rather than provide for their transition to urban uses. This would be contrary to the Land Use Plan policies and vision as summarized previously and would require comprehensive amendment of the Policy Plan. Neither the City nor Project applicant has indicated that such amendment is warranted or desired, and neither has initiated such action.

Further, creation of new Farmland-status properties by means of imported Farmland topsoil is beyond the Lead Agency and Project applicant's control. The Farmland status at any site would be assigned through the California Department of Conservation Farmland Mapping and Monitoring Program Important Farmland Series mapping protocol. Moreover, creation of new Farmland-status properties at extra-jurisdictional locations could result in land use conflicts at the interface of agricultural uses and urban uses similar to those the City has experienced and seeks to avoid through implementation of the Land Use Plan.

Additionally, excavation and relocation of topsoil would likely result in potentially adverse environmental impacts affecting biological resources, hydrology/water quality, air quality, greenhouse gas emissions, and land use and planning. Based on the preceding, relocation of Prime Farmland topsoil is considered infeasible.¹⁸

Ontario Plan EIR Mitigation Measure: Establishment of Conservation Easement or Preserves. Establishment of conservation easements or preserves is contrary to the Land Use Plan policies and vision providing for transition of agricultural uses to urban uses. This mitigation strategy would require comprehensive amendment to the Policy Plan. The City has not indicated that such amendment is warranted or desired and has initiated no such action. At the Project site, establishment of agricultural conservation easements or preserves would negate the Project, resulting in a No-Build condition. Based on the preceding, the “Establishment of Conservation Easement or Preserves” mitigation strategy is considered infeasible.¹⁹

¹⁷ Ibid.

¹⁸ Ibid.

¹⁹ Ibid.

Ontario Plan EIR Mitigation Measure: Payment in Lieu or Transfer of Development Rights. The Southern California Association of Governments (SCAG) provides the following summary of description and application of Transfer of Development Rights (TDR) programs:

TDR “is a device by which the development potential of a site is severed from its title and made available for transfer to another location. The owner of a site within a transfer area retains property ownership, but not approval to develop. The owner of a site within a receiving area may purchase transferable development rights, allowing a receptor site to be developed at a greater density.”

TDR is most commonly used to preserve agricultural lands, but it can also be used for preserving natural, open space. TDR programs can vary depending on the need of the local jurisdiction but in general there are a few common factors that contribute to the success of a TDR program. These include having a donor site with development constraints, appropriate zoning regulations, and infrastructure requirements.

The Project site is not currently entitled for development absent an adopted Specific Plan, and it is unclear what, if any, development rights would be transferred under a TDR program. Further, there is no designated or contemplated receiving area to accept these development rights. Moreover, a TDR program would preserve agricultural uses at the Project site rather than further planned transition of agricultural uses to non-agricultural uses as envisioned under TOP. This would be contrary to the Land Use Plan policies and vision as summarized previously.

The City has not implemented a TDR Program. Implementation of a TDR program would require amending the City Development Code and comprehensive amendment of TOP. Neither the City nor Project applicant has indicated that such amendments are warranted or desired, and neither has initiated such actions. Based on the preceding, implementation of a “Transfer of Development Rights Program” mitigation strategy is considered infeasible.

The City has considered but rejected the collection of fees for off-site mitigation of agricultural impacts. Neither the City nor the adjoining counties have adopted fee programs. Absent viable programs in the region, the imposition of fees would not serve to mitigate the impacts of the Project. Furthermore, an off-site fee mitigation program would not avoid the loss of farmland; would not minimize the effect of the Project; would not repair, rehabilitate, or restore the affected farmland; and, absent a viable fee program, would not replace affected farmland with substitute farmland. Thus, such a program would not actually mitigate or substantially lessen the significant impact of the Project, per State CEQA Guidelines §15370. The same factors that make on-site mitigation infeasible would apply off-site in the region as well. The challenges to continued agricultural production in the Chino Basin area, also challenge agriculture throughout southern California.

Off-site mitigation would require the City to purchase replacement acreage for Important Farmland currently not in use elsewhere in California and restore it as viable farmland. However, distant mitigation would not reduce impacts because these mitigation parcels could have no bearing or relationship on the loss of agricultural lands within the City or the County. In addition, experience indicates a program consisting of the required purchase of agricultural easements on other land or through fee programs for the acquisition of agricultural easements would be of limited utility or benefit. Such a program is

inherently dependent upon voluntary agreements by farm owners to sell such easements on their property for an agreed price, which, within the City, is largely driven by TOP land use designations, population growth, urbanization of the surrounding area, and the limited supply of suitable farmland. In remote areas not planned for development in the near-term, owners may be more willing to sell such an easement at a reasonable price but within the region much of the land is already subject to development pressure. As a result, the most likely result would be a “patchwork” of easements, with some owners more willing than others to sell them, potentially creating a more dispersed development pattern and loss of viability of farmland over time, which would not serve as a feasible measure to mitigate the loss of farmland by the Project. Neither the City nor the County have adopted programs for the acquisition of off-site agricultural easements. Consequently, for the reasons previously outlined, it is determined that off-site mitigation of agricultural resources is neither feasible nor effective in mitigating such impacts.²⁰

Overall, no feasible mitigation measures have been identified to substantially lessen the Project’s significant impacts related to the loss of Prime Farmland and conversion of farmland to non-agricultural use. This finding is consistent with the finding in TOP EIR that there are no feasible mitigation measures to reduce impacts on Important Farmland or the conversion of agricultural land to non-agricultural uses, and thus impacts would be significant and unavoidable.

Impact 4.1-2: *Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?*

Level of Significance: Significant and Unavoidable Impact

Specific Plan-Phase I/Future Development Areas

Construction and Operations

The Project site is currently zoned Specific Plan with an Agricultural Overlay, according to the City’s Zoning Map.²¹ It also contains an operational dairy farm and other structures and equipment associated with agricultural use. Construction of this Project will remove the agricultural land, converting it to Business Park and Industrial General uses.

When the City annexed all of the land within the Ontario Ranch area, including the Specific Plan area, it was zoned Specific Plan, with an Agricultural Overlay Zoning District (Section F of Division 5.01 of the Ontario Development Code). The Overlay Zoning provides for agricultural uses within the City on an interim basis, until such time that urban development consistent with TOP occurs. The operation of the on-site dairy and row crops and the urban development that is proposed by the Specific Plan are consistent with this ordinance. The Specific Plan will not conflict with the Agricultural Overlay Zoning, and impacts related to a conflict with the overlay will not occur.

²⁰ Ibid.

²¹ TOP Zoning Map. Retrieved from: [https://www.ontarioca.gov/sites/default/files/Ontario-Files/Planning/zoning\(c\)36x48_10_3_1_03292019.pdf](https://www.ontarioca.gov/sites/default/files/Ontario-Files/Planning/zoning(c)36x48_10_3_1_03292019.pdf).

As discussed in Section 4.1.1 and according to the City's Williamson Act Contracts Status Update,²² the Project site contains eight parcels under Williamson Act contracts. These parcels encompass approximately 74 acres of land and will expire as of the year 2027. According to TOP EIR,²³ a number of Williamson Act contracts exist within the City that have yet to expire. As stated previously, any land held in a Williamson Act contract will have to be filed for nonrenewal and the contract will have to be allowed to expire before any development occurs on it. Since the adoption of TOP, notices of nonrenewal of Williamson Act contracts have been filed by property owners of a large portion of the agricultural preserve property within Ontario Ranch. The filing of nonrenewal notices by the property owners is reflective of the lack of a long-term commitment to agricultural uses in this area. For the remaining active contracts, buildout of TOP would most likely require the cancellation or nonrenewal of these contracts. The current use of these contracts would slow the rate of conversion from agricultural to nonagricultural land, but it would not prevent the conversion. Since the Project has active Williamson Act contracts, implementation of the Proposed Land Use Plan for TOP would conflict with these contracts and cause a significant impact unless the contracts are canceled prior to development. With **MM AG-1** applied, 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 notice approved by the City Attorney regarding the proximity and nature of neighboring agricultural uses. This disclosure shall be applied 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.

SB330 Replacement Site

Construction and Operations

See above discussion under Impact 4.1-1 for the SB330 Replacement Site. Rezoning of the SB330 Replacement Site would affect lands that are zoned agricultural, and could affect lands with Williamson Act contracts (depending on the specific site for future residential development, as no site-specific development is proposed for the SB330 Replacement Site as part of this Project). Therefore, impacts would be significant and unavoidable, although the loss of agricultural land was addressed in the City's TOP EIR and discussed in the Statement of Overriding Considerations adopted for the current TOP (refer to discussion above under Impact 4.1-2, Specific Plan Phase I/Future Development Areas). As stated above, the impact is significant and unavoidable, even with the implementation of **MM AG-1**.

Conclusion

Both the Project site and SB330 Replacement Site contain land with active Williamson Contracts. Each site will be developed on land with agricultural usage. The impact would be significant and unavoidable, although consistent with impacts addressed in the City's TOP EIR and for which were addressed in the City's previously adopted Statement of Overriding Considerations.

²² City of Ontario. Williamson Act Contract Status Update. (2021). Retrieved from: https://www.ontarioca.gov/sites/default/files/Ontario-Files/Planning/williamson_act_status_map_november_2018.pdf

²³ TOP EIR. (2009). Section 5.2 Agricultural Resources, Page 5.2-10. Retrieved from: <https://www.ontarioplan.org/wp-content/uploads/sites/4/2016/05/31680.pdf>

Mitigation Measures

Refer to Impacts 4.1-1. Although implementation of **MMAG-1** would reduce the potential for pressure to convert nearby agricultural land to other uses, with full buildout of the City in accordance with TOP, all agricultural lands would be converted to urban land uses, which would be a significant and unavoidable impact.

Impact 4.1-3: *Would the project 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))?*

Level of Significance: No Impact

Specific Plan-Phase I/Future Development Areas

Construction and Operations

The Project site does not include areas zoned as forestland, timberland or timberland designated as Timberland Production as those classifications are defined in the cited code sections. The City's Zoning Map does not recognize or symbolize areas as forestland, timberland or timberland designated as Timberland Production.²⁴ In fact, the Project site contains a limited number of stands of trees (Google Earth 2021 and site visit March 2021). Therefore, no impact would occur.

SB330 Replacement Site

Construction and Operations

As stated above, the City's Zoning Map does not recognize forest land or timberland on the SB330 Replacement Site. The SB330 Replacement Site would be located on land with various residential and commercial land use designations according to the City's TOP Land Use Map. Therefore, no impact would occur.

Conclusion

Forest Land and Timberland are not within the Project site or the SB330 Replacement Site; therefore, no impact will occur. No mitigation is necessary.

Mitigation Measure

No impact would occur. No mitigation is required.

Impact 4.1-4: *Would the project result in the loss of forest land or conversion of forest land to non-forest use?*

Level of Significance: No Impact

²⁴ TOP. Zoning Map. [https://www.ontarioca.gov/sites/default/files/Ontario-Files/Planning/zoning\(c\)36x48_10_3_1_03292019.pdf](https://www.ontarioca.gov/sites/default/files/Ontario-Files/Planning/zoning(c)36x48_10_3_1_03292019.pdf)

Specific Plan-Phase I/Future Development Areas

Construction and Operations

Refer to Impact 4.1-3. The Project would not result in the loss of forestland or the conversion of forestland to non-forest use. No parcels within or adjacent to the Project site are designated as forest land, as the City's Zoning Map and Land Use Plan map do not symbolize forest land. No impact would occur.

SB330 Replacement Site

Construction and Operations

Refer to Impact 4.1-3. The construction and operations of the SB330 Replacement Site would not result in the loss of forestland or the conversion of forestland to non-forest use. No parcels within or adjacent to the SB330 Replacement Site are designated as forest land, as the City's Zoning Map and Land Use Plan map do not symbolize forest land. No impact would occur.

Conclusion

As stated, no impact will occur. No mitigation is necessary.

Mitigation Measure

No impact would occur. No mitigation is required.

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?

Level of Significance: Significant and Unavoidable Impact

Specific Plan-Phase I/Future Development Areas

Construction and Operations

Refer to Impacts 4.1-3 and 4.1-4 for forest land. See Section 4.1.1, for a discussion of the Project site's current use as a dairy farm and for cropland.

As discussed above, the development of the Project will result in the conversion of the existing agricultural uses that include over 150 acres of Prime Farmland to an urban or non-agricultural use. The development of the Specific Plan, which is consistent with TOP, would occur as part of a wider pattern of development in the Ontario Ranch area and other agricultural land would likely be converted to non-agricultural use as allowed by TOP land use designations. The conversion of agricultural lands to nonagricultural uses was analyzed in the TOP EIR, which determined that there would be no agricultural land use designations in the City. The City does not have any prohibitions that prevent the transition of agricultural land uses to urban land uses. While existing agricultural uses would be allowed to persist, the proposed land use plan for the City designates these areas for nonagricultural land uses provided that equivalent Important Farmland is preserved elsewhere, or funds associated with the 1988 Park Bond Act are returned. Therefore, these existing agricultural uses would be converted to nonagricultural uses upon buildout of

TOP. Furthermore, although the intent of the SoCALF Preserves was to preserve Important Farmland in perpetuity in this area of the City, the preserves do not guarantee that Important Farmland would not be converted to nonagricultural uses. Important farmland outside of these preserves may be converted to nonagricultural uses without requiring the County to repay the funding to the state or relocating the farmland elsewhere in the San Bernardino County Agricultural Land Preserve. Development and implementation of the Project would have significant and unavoidable impacts on agricultural resources in the Project area.

The Specific Plan could promote and encourage urban growth by contributing to the urban development of other nearby agricultural lands. Development proposals for substantial portions of the area around the site are pending (as described in Section 4.0) and development of the Specific Plan could facilitate the conversion of other farmland within the Project vicinity through the extension of public infrastructure and increases in land values. The majority of properties surrounding the site are currently utilized for agricultural operations; however, there is encroaching land development consistent with TOP.

Although implementation of the Specific Plan would result in the conversion of agricultural land to other uses, it is occurring consistently with the previously identified policies in the TOP EIR. Thus, consistent with the findings of the TOP EIR and which were acknowledged in a previously adopted Statement of Overriding Considerations, Project impacts related to other changes in the environment which, due to their location or nature, could result in conversion of farmland to non-agricultural would be significant and unavoidable.

SB330 Replacement Site

Construction and Operations

Refer to Impacts 4.1-3 and 4.1-4 for forest land information. See the Specific Plan-Phase I/Future Development Areas discussion above regarding the conversion of existing agricultural uses to urban or non-agricultural use. No portion of the SB330 Replacement Site is designated as a SoCALF Preserve. However, development and implementation of the SB330 Replacement Site would have significant and unavoidable impacts on agricultural resources in the Project area, consistent with what was previously disclosed in the TOP EIR.

Conclusion

Altering the land from agricultural development will promote further growth and future development within the City, increasing economic prosperity. However, this conversion from agricultural land to business park and industrial will have significant and unavoidable impacts.

Mitigation Measure

Impact is significant, unavoidable, and unmitigable. Refer to Section 4.1.6 below for further discussion.

4.1.6 Cumulative Impacts

The cumulative study area for agriculture includes the County of San Bernardino. Throughout the County of San Bernardino, numerous related projects exist that would result in the additional conversion of

agricultural land, including Prime Farmland and Important Farmland, to nonagricultural uses. Important Farmland in San Bernardino County has continually declined and all of the prime agricultural land in the southern area of Ontario is planned for development by TOP. Continued conversion of agricultural lands to urban uses would substantially reduce overall agricultural productivity in the City and the region. According to the TOP EIR, agricultural land within the Ontario Ranch area has the potential to be converted to non-agricultural uses, upon buildout of TOP and the Specific Plan overlay. This was identified as a significant cumulative impact in TOP EIR. Implementation of the proposed Project would contribute to the reduction of agricultural resources in the region and cumulatively contribute to the loss of agricultural resources. Although the proposed conversion is consistent with the projected decline in agricultural productivity of the region, the Ontario Ranch area, and the Project site, the Project would result in a cumulatively considerable impact to agricultural resources, which Section 4.1.8 below provides further discussion on the proper mitigation measures applied based off TOP and the City's EIR. The City's TOPEIR and the TOP CEQA Findings determined that implementation of the TOP would result in individual and cumulative significant and unavoidable impacts to various resources including agricultural resources. Significant and unavoidable impacts to agriculture resources have been identified; refer to Impacts 4.1-1 and 4.1-5.

4.1.7 Significant Unavoidable Impacts

The Project would convert Prime Farmland to urban development, and it would conflict with existing Williamson Act contract lands. This unavoidable significant impact is consistent with findings of the City's TOP EIR, which implemented the interim Agricultural Overlay District in anticipation of future development for the site. Even with implementation of regulatory requirements, standard conditions of approval, and consideration of mitigation, the Project would result in significant and unavoidable impacts.

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4.2 AIR QUALITY

This section of the Draft Environmental Impact Report (Draft EIR) identifies and analyzes the South Ontario Logistics Center Specific Plan's (proposed Project) potential impacts in relation to the potential air quality impacts that will be generated by construction and operation of the Project, within the City of Ontario (City). The ambient air quality of the local and regional area is described, along with relevant federal, state, and local air pollutant regulations and pollutant concentrations. This evaluation is based on the methodology recommended by the South Coast Air Quality Management District (SCAQMD). Criteria air pollutant emissions modeling for the proposed Project is included in *Appendix B1, Air Quality Emissions Model Data*, of this Draft EIR. The Health Risk Assessment (HRA) for the proposed Project is included in *Appendix B2, Health Risk Assessment*. Transportation-sector impacts are based on trip generation and average vehicle trip distance for passenger vehicle and trucks as provided by Urban Crossroads (see *Appendix I*). Cumulative impacts related to air quality are based on the regional boundaries of the South Coast Air Basin (SoCAB).

4.2.1 Environmental Setting

Climate and Meteorology

South Coast Air Basin

The Project site is in the South Coast Air Basin (SoCAB), which includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. The air basin is a coastal plain with connecting broad valleys and low hills and is bounded by the Pacific Ocean in the southwest quadrant, with high mountains forming the remainder of the perimeter. The general region is in the semi-permanent high-pressure zone of the eastern Pacific. The climate is mild, tempered by cool sea breezes. This weather pattern is interrupted infrequently by periods of extremely hot weather, winter storms, and Santa Ana winds.

Temperature and Precipitation

The annual average temperature varies little throughout the SoCAB, ranging from the low to middle 60s, measured in degrees Fahrenheit (°F). With a more pronounced oceanic influence, coastal areas show less variability in annual minimum and maximum temperatures than inland areas. The climatological station nearest the site is in Pomona (ID No. 041779). The average low is reported at 38.6°F in January and the average high is 90.4°F in July. All areas in the SoCAB have recorded temperatures above 100°F in recent years. January is typically the coldest month in this area of the SoCAB, with minimum temperatures in the 30s. In contrast to a very steady pattern of temperature, rainfall is seasonally and annually highly variable. Almost all rain falls from November through April. Summer rainfall is normally restricted to widely scattered thundershowers near the coast with slightly heavier shower activity in the east and over the mountains. Rainfall averages around 16.95 inches per year in the Project area, as measured in Pomona.

Humidity

Although the SoCAB has a semiarid climate, the air near the surface is typically moist because of the presence of a shallow marine layer. Except for infrequent periods when dry, continental air is brought into

the SoCAB by offshore winds, the ocean effect is dominant. Periods of heavy fog, especially along the coastline, are frequent; low stratus clouds, often called high fog, are a characteristic climatic feature. Annual average humidity is 70 percent at the coast and 57 percent in the east portions of the SoCAB.

Wind

Wind patterns across the south coastal region are characterized by westerly and southwesterly onshore winds during the day and easterly or northeasterly breezes at night. Wind speed is somewhat greater during the dry summer months than during the rainy winter season. Between periods of wind, periods of air stagnation may occur, both in the morning and evening hours. Air stagnation is one of the critical determinants of air quality conditions on any given day. During the winter and fall months, surface high-pressure systems over the SoCAB, combined with other meteorological conditions, can result in very strong, downslope Santa Ana winds. These winds normally continue a few days before predominant meteorological conditions are reestablished. The mountain ranges to the east affect the transport and diffusion of pollutants by inhibiting the eastward transport of pollutants. Air quality in the SoCAB generally ranges from fair to poor and is similar to air quality in most of coastal southern California. The entire region experiences heavy concentrations of air pollutants during prolonged periods of stable atmospheric conditions.

Inversions

In conjunction with the two characteristic wind patterns that affect the rate and orientation of horizontal pollutant transport, there are two similarly distinct types of temperature inversions that control the vertical depth through which pollutants are mixed. These inversions are the marine/subsidence inversion and the radiation inversion. The height of the base of the inversion at any given time is known as the “mixing height.” The combination of winds and inversions are critical determinants in leading to the highly degraded air quality in summer and the generally good air quality in the winter in the Project area.

Air Pollutants of Concern

The air pollutants emitted into the ambient air by stationary and mobile sources are regulated by state and federal laws. These regulated air pollutants are known as “criteria air pollutants” and are categorized into primary and secondary pollutants.

Primary air pollutants are emitted directly from sources. Carbon monoxide (CO), reactive organic gases (ROG), nitrogen oxide (NO_x), sulfur dioxide (SO₂), coarse particulate matter (PM₁₀), fine particulate matter (PM_{2.5}), and lead are primary air pollutants. Of these, CO, NO_x, SO₂, PM₁₀, and PM_{2.5} are criteria pollutants. ROG and NO_x are criteria pollutant precursors and form secondary criteria pollutants through chemical and photochemical reactions in the atmosphere. For example, the criteria pollutant ozone (O₃) is formed by a chemical reaction between ROG and NO_x in the presence of sunlight. O₃ and nitrogen dioxide (NO₂) are the principal secondary pollutants. Sources and health effects commonly associated with criteria pollutants are summarized in *Table 4.2-1: Air Contaminants and Associated Public Health Concerns*.

Table 4.2-1: Air Contaminants and Associated Public Health Concerns

Pollutant	Health Effects	Examples of Sources
Carbon Monoxide (CO)	Reduces the ability of blood to deliver oxygen to vital tissues, affecting the cardiovascular and nervous system. Impairs vision, causes dizziness, and can lead to unconsciousness or death.	An odorless, colorless gas formed when carbon in fuel is not burned completely; a component of motor vehicle exhaust.
Ozone (O ₃)	Irritates and causes inflammation of the mucous membranes and lung airways; causes wheezing, coughing, and pain when inhaling deeply; decreases lung capacity; aggravates lung and heart problems. Damages plants; reduces crop yield.	Formed by a chemical reaction between reactive organic gases/volatile organic compounds (ROG or VOC) ¹ and nitrogen oxides (NO _x) in the presence of sunlight. Motor vehicle exhaust industrial emissions, gasoline storage and transport, solvents, paints and landfills.
Nitrogen Dioxide (NO ₂)	Respiratory irritant; aggravates lung and heart problems. Precursor to O ₃ . Contributes to global warming and nutrient overloading which deteriorates water quality. Causes brown discoloration of the atmosphere.	A reddish-brown gas formed during fuel combustion for motor vehicles and industrial sources. Sources include motor vehicles, electric utilities, and other sources that burn fuel.
Particulate Matter (PM ₁₀ & PM _{2.5})	Increased respiratory symptoms, such as irritation of the airways, coughing, or difficulty breathing; asthma; chronic bronchitis; irregular heartbeat; nonfatal heart attacks; and premature death in people with heart or lung disease. Impairs visibility.	Power plants, steel mills, chemical plants, unpaved roads and parking lots, wood-burning stoves and fireplaces, automobiles and others.
Sulfur Dioxide (SO ₂)	Respiratory irritant. Aggravates lung and heart problems. In the presence of moisture and oxygen, sulfur dioxide converts to sulfuric acid which can damage marble, iron and steel. Damages crops and natural vegetation. Impairs visibility. Precursor to acid rain.	A colorless gas formed when fuel containing sulfur is burned and when gasoline is extracted from oil. Examples are petroleum refineries, cement manufacturing, metal processing facilities, locomotives, and ships.
Lead (Pb)	Exposure to lead occurs mainly through inhalation of air and ingestion of lead in food, water, soil, or dust. It accumulates in the blood, bones, and soft tissues and can adversely affect the kidneys, liver, nervous system, and other organs. Excessive exposure to lead may cause neurological impairments such as seizures, mental retardation, and behavioral disorders. Even at low doses, lead exposure is associated with damage to the nervous systems of fetuses and young children, resulting in learning deficits and lowered IQ.	Lead is a metal found naturally in the environment as well as in manufactured products. The major sources of lead emissions have historically been motor vehicles (such as cars and trucks) and industrial sources. Due to the phase out of leaded gasoline, metals processing is the major source of lead emissions to the air today. The highest levels of lead in air are generally found near lead smelters. Other stationary sources are waste incinerators, utilities, and lead-acid battery manufacturers.

Source: California Air Pollution Control Officers Association (CAPCOA), Health Effects, <http://www.capcoa.org/health-effects/>, Accessed January 19, 2021.
Notes:

¹ Volatile Organic Compounds (VOCs or Reactive Organic Gases [ROG]) are hydrocarbons/organic gases that are formed solely of hydrogen and carbon. There are several subsets of organic gases including ROGs and VOCs. Both ROGs and VOCs are emitted from the incomplete combustion of hydrocarbons or other carbon-based fuels. The major sources of hydrocarbons are combustion engine exhaust, oil refineries, and oil-fueled power plants; other common sources are petroleum fuels, solvents, dry cleaning solutions, and paint (via evaporation).

Toxic Air Contaminants

Toxic air contaminants (TACs) are airborne substances that can cause short-term (acute) or long-term (i.e., chronic, carcinogenic or cancer-causing) adverse human health effects (i.e., injury or illness). TACs include both organic and inorganic chemical substances. They may be emitted from a variety of common sources including gasoline stations, automobiles, dry cleaners, industrial operations, and painting operations. The current California list of TACs includes more than 200 compounds, including particulate emissions from diesel-fueled engines.

CARB identified diesel particulate matter (DPM) as a toxic air contaminant. DPM differs from other TACs in that it is not a single substance but rather a complex mixture of hundreds of substances. Diesel exhaust is a complex mixture of particles and gases produced when an engine burns diesel fuel. DPM is a concern because it causes lung cancer; many compounds found in diesel exhaust are carcinogenic. DPM includes the particle-phase constituents in diesel exhaust. The chemical composition and particle sizes of DPM vary between different engine types (heavy-duty, light-duty), engine operating conditions (idle, accelerate, decelerate), fuel formulations (high/low sulfur fuel), and the year of the engine. Some short-term (acute) effects of diesel exhaust include eye, nose, throat, and lung irritation, and diesel exhaust can cause coughs, headaches, light-headedness, and nausea. DPM poses the greatest health risk among the TACs. Almost all diesel exhaust particle mass is 10 microns or less in diameter. Due to their extremely small size, these particles can be inhaled and eventually trapped in the bronchial and alveolar regions of the lung.

Ambient Air Quality

CARB monitors ambient air quality at approximately 250 air monitoring stations across the state. These stations usually measure pollutant concentrations ten feet above ground level; therefore, air quality is often referred to in terms of ground-level concentrations. Existing levels of ambient air quality, historical trends, and projections near the Project are documented by measurements made by the SCAQMD, the air pollution regulatory agency in the SoCAB that maintains air quality monitoring stations which process ambient air quality measurements.

Pollutants of concern in the SoCAB include O₃, PM₁₀, and PM_{2.5}. The closest air monitoring station to the Project that monitors ambient concentrations of these pollutants is the Upland Monitoring Station (located approximately 8.0 miles to the north). Local air quality data from 2017 to 2019 are provided in *Table 4.2-2: Ambient Air Quality Data*, which lists the monitored maximum concentrations and number of exceedances of state or federal air quality standards for each year.

Table 4.2-2: Ambient Air Quality Standards for Criteria Pollutants

Criteria Pollutant	2017	2018	2019
Ozone (O₃)			
Carbon Monoxide (CO)			
Nitrogen Dioxide (NO ₂)			
1 hour			
1-hour Maximum Concentration (ppm)	0.150	0.133	0.131
8-hour Maximum Concentration (ppm)	0.127	0.111	0.107
<i>Number of Days Standard Exceeded</i>			
CAAQS 1-hour (>0.09 ppm)	66	25	31

Criteria Pollutant	2017	2018	2019
NAAQS 8-hour (>0.070 ppm)	87	52	52
Carbon Monoxide (CO)			
1-hour Maximum Concentration (ppm)	1.87	1.73	1.45
<i>Number of Days Standard Exceeded</i>			
NAAQS 1-hour (>35 ppm)	0	0	0
CAAQS 1-hour (>20 ppm)	0	0	0
Nitrogen Dioxide (NO₂)			
1-hour Maximum Concentration (ppm)	0.0641	0.0587	0.0579
<i>Number of Days Standard Exceeded</i>			
NAAQS 1-hour (>0.100 ppm)	0	0	0
CAAQS 1-hour (>0.18 ppm)	0	0	0
Particulate Matter Less Than 10 Microns (PM₁₀)			
National 24-hour Maximum Concentration	106.5	156.6	125.9
State 24-hour Maximum Concentration	—	—	—
State Annual Average Concentration (CAAQS=20 µg/m ³)	—	—	—
<i>Number of Days Standard Exceeded</i>			
NAAQS 24-hour (>150 µg/m ³)	0	1	0
CAAQS 24-hour (>50 µg/m ³)	—	—	—
Particulate Matter Less Than 2.5 Microns (PM_{2.5})			
National 24-hour Maximum Concentration	—	—	—
State 24-hour Maximum Concentration	53.2	47.9	91.1
<i>Number of Days Standard Exceeded</i>			
NAAQS 24-hour (>35 µg/m ³)	—	—	—
Source: All pollutant measurements are from the CARB Aerometric Data Analysis and Management system database (https://www.arb.ca.gov/adam) except for CO, which were retrieved from the CARB Air Quality and Meteorological Information System (https://www.arb.ca.gov/aqmis2/aqdsselect.php , https://www.arb.ca.gov/qaweb/siteinfo.php). Notes: NAAQS = National Ambient Air Quality Standards; CAAQS = California Ambient Air Quality Standards; ppm = parts per million; µg/m ³ = micrograms per cubic meter; — = insufficient data available. Measurements taken at the Upland Monitoring Station at 1350 San Bernardino Road, Upland CA, 91786 (CARB# 36175)			

Sensitive Receptors

Sensitive populations are more susceptible to the effects of air pollution than the general population. Sensitive receptors that are in proximity to localized sources of toxics are of particular concern. Land uses considered sensitive receptors include residences, schools, playgrounds, childcare centers, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. The nearest sensitive receptors are the single-family residences located across the street from the Project site, along Eucalyptus Avenue and Grove Avenue to the east. The houses directly east of Project site, along Grove Avenue, are the nearest receptors to Phase 1, approximately 150 feet (46 meters) from the Phase 1 Project boundary. The nearest sensitive receptor from Phase 2 of the Project are the houses along the opposite side of Eucalyptus Avenue to the north, approximately 85 feet (26 meters) from the Phase 2 Project boundary.

4.2.2 Regulatory Setting

Ambient air quality standards (AAQS) have been adopted at the state and federal levels for criteria air pollutants. In addition, both the state and federal government regulate the release of toxic air contaminants (TACs). The proposed Project is in the SoCAB and is subject to the rules and regulations imposed by the SCAQMD as well as the California AAQS adopted by California Air Resources Board (CARB) and National AAQS adopted by the United States Environmental Protection Agency (EPA). Federal, state,

regional, and local laws, regulations, plans, or guidelines that are potentially applicable to the proposed Project are summarized in this section.

Federal

Federal Clean Air Act

Air quality is federally protected by the Federal Clean Air Act (FCAA) and its amendments. Under the FCAA, the United States Environmental Protection Agency (EPA) developed the primary and secondary National Ambient Air Quality Standards (NAAQS) for the criteria air pollutants including O₃, NO₂, CO, SO₂, PM₁₀, PM_{2.5}, and lead. Proposed projects in or near nonattainment areas could be subject to more stringent air-permitting requirements. The FCAA requires each state to prepare a State Implementation Plan to demonstrate how it will attain the NAAQS within the federally imposed deadlines.

The EPA can withhold certain transportation funds from states that fail to comply with the planning requirements of the FCAA. If a state fails to correct these planning deficiencies within two years of Federal notification, the EPA is required to develop a Federal implementation plan for the identified nonattainment area or areas. The provisions of 40 Code of Federal Regulations Parts 51 and 93 apply in all nonattainment and maintenance areas for transportation-related criteria pollutants for which the area is designated nonattainment or has a maintenance plan. The EPA has designated enforcement of air pollution control regulations to the individual states. Applicable federal standards are summarized in *Table 4.2-3: State and Federal Ambient Air Quality Standards*.

Table 4.2-3: State and Federal Air Quality Standards

Pollutant	Averaging Time	California Standard ¹	Federal Standard ²
Ozone (O ₃) ^{2, 5, 7}	1 hour	0.09 ppm	NA
	8 hours	0.070 ppm	0.070 ppm
Carbon Monoxide (CO)	1 hour	20 ppm	35 ppm
	8 hours	9.0 ppm	9 ppm
Nitrogen Dioxide (NO ₂)	Annual Arithmetic Mean	0.030 ppm	0.053 ppm
	1 hour	0.18 ppm	0.100 ppm
Sulfur Dioxide (SO ₂) ⁸	Annual Arithmetic Mean	NA	0.030 ppm
	1 hour	0.25 ppm	0.075 ppm
	24 hours	0.04 ppm	0.14 ppm
Coarse Particulate Matter (PM ₁₀) ^{1, 3, 6}	Annual Arithmetic Mean	20 µg/m ³	NA
	24 hours	50 µg/m ³	150 µg/m ³
Fine Particulate Matter (PM _{2.5}) ^{3, 4, 6, 9}	Annual Arithmetic Mean	12 µg/m ³	12 µg/m ³
	24 hours	NA	35 µg/m ³
Lead (Pb) ^{10, 11}	30-Day Average	1.5 µg/m ³	NA
	Calendar Quarter	NA	1.5 µg/m ³
	Rolling 3-Month Average	NA	1.5 µg/m ³
Sulfates (SO ₄)	24 hours	25 µg/m ³	NA
Hydrogen Sulfide	1 hour	0.03 ppm	NA
Vinyl Chloride ¹⁰	24 hour	0.01 ppm	NA

Source: South Coast Air Quality Management District, Air Quality Management Plan, 2016; California Air Resources Board, Ambient Air Quality Standards, May 6, 2016.

Notes: ppm: parts per million; µg/m³: micrograms per cubic meter

- California standards for O₃, carbon monoxide (except Lake Tahoe), sulfur dioxide (1-hour and 24-hour), nitrogen dioxide, suspended particulate matter - PM₁₀, and visibility reducing particles are values that are not to be exceeded. The standards for sulfates, Lake Tahoe carbon monoxide, lead, hydrogen sulfide, and vinyl chloride are not to be equaled or exceeded. If the standard is for a 1-hour, 8-hour or 24-hour average (i.e., all standards except for lead and the PM₁₀ annual standard), then some measurements may be excluded. Measurements are excluded that CARB determines would occur less than once per year on the average. The Lake Tahoe carbon monoxide standard is 6.0 ppm, a level one-half the national standard and two-thirds the State standard.
- National standards shown are the "primary standards" designed to protect public health. National standards other than for O₃, particulates and those based on annual averages are not to be exceeded more than once a year. The 1-hour O₃ standard is attained if, during the most recent three-year period, the average number of days per year with maximum hourly concentrations above the standard is equal to or less than one. The 8-hour O₃ standard is attained when the 3-year average of the 4th highest daily concentrations is 0.070 ppm or less. The 24-hour PM₁₀ standard is attained when the 3-year average of the 99th percentile of monitored concentrations is less than 150 µg/m³. The 24-hour PM_{2.5} standard is attained when the 3-year average of 98th percentiles is less than 35 µg/m³.
- Except for the national particulate standards, annual standards are met if the annual average falls below the standard at every site. The national annual particulate standard for PM₁₀ is met if the 3-year average falls below the standard at every site. The annual PM_{2.5} standard is met if the 3-year average of annual averages spatially averaged across officially designed clusters of sites falls below the standard. NAAQS are set by the EPA at levels determined to be protective of public health with an adequate margin of safety.
- On October 1, 2015, the national 8-hour O₃ primary and secondary standards were lowered from 0.075 to 0.070 ppm. An area will meet the standard if the fourth-highest maximum daily 8-hour O₃ concentration per year, averaged over three years, is equal to or less than 0.070 ppm. EPA will make recommendations on attainment designations by October 1, 2016, and issue final designations October 1, 2017. Nonattainment areas will have until 2020 to late 2037 to meet the health standard, with attainment dates varying based on the O₃ level in the area.
- The national 1-hour O₃ standard was revoked by the EPA on June 15, 2005.
- In June 2002, CARB established new annual standards for PM_{2.5} and PM₁₀.
- The 8-hour California O₃ standard was approved by the CARB on April 28, 2005 and became effective on May 17, 2006.
- On June 2, 2010, the EPA established a new 1-hour SO₂ standard, effective August 23, 2010, which is based on the 3-year average of the annual 99th percentile of 1-hour daily maximum concentrations. The existing 0.030 ppm annual and 0.14 ppm 24-hour SO₂ NAAQS however must continue to be used until one year following EPA initial designations of the new 1-hour SO₂ NAAQS.
- In December 2012, EPA strengthened the annual PM_{2.5} NAAQS from 15.0 to 12.0 µg/m³. In December 2014, the EPA issued final area designations for the 2012 primary annual PM_{2.5} NAAQS. Areas designated "unclassifiable/attainment" must continue to take steps to prevent their air quality from deteriorating to unhealthy levels. The effective date of this standard is April 15, 2015.
- CARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure below which there are no adverse health effects determined.
- National lead standard, rolling 3-month average: final rule signed October 15, 2008. Final designations effective December 31, 2011

State of California

California Air Resources Board

CARB administers the air quality policy in California. The California Ambient Air Quality Standards (CAAQS) were established in 1969 pursuant to the Mulford-Carrell Act. These standards, included with the NAAQS in *Table 4.2-3*, are generally more stringent and apply to more pollutants than the NAAQS. In addition to the criteria pollutants, CAAQS have been established for visibility reducing particulates, hydrogen sulfide, and sulfates.

The California Clean Air Act (CCAA), which was approved in 1988, requires that each local air district prepare and maintain an Air Quality Management Plan (AQMP) to achieve compliance with CAAQS. These AQMPs also serve as the basis for the preparation of the State Implementation Plan for meeting federal clean air standards for the State of California. Like the EPA, CARB also designates areas within California as either attainment or nonattainment for each criteria pollutant based on whether the CAAQS have been achieved. Under the CCAA, areas are designated as nonattainment for a pollutant if air quality data shows that a state standard for the pollutant was violated at least once during the previous three calendar years. Exceedances that are affected by highly irregular or infrequent events such as wildfires, volcanoes, etc. are not considered violations of a state standard, and are not used as a basis for designating areas as nonattainment.

Regional

South Coast Air Quality Management District

The SCAQMD is the air pollution control agency for Orange County and the urban portions of Los Angeles, Riverside, and San Bernardino Counties. The agency's primary responsibility is ensuring that state and federal ambient air quality standards are attained and maintained in the SoCAB. The SCAQMD is also responsible for adopting and enforcing rules and regulations concerning air pollutant sources, issuing permits for stationary sources of air pollutants, inspecting stationary sources of air pollutants, responding to citizen complaints, monitoring ambient air quality and meteorological conditions, awarding grants to reduce motor vehicle emissions, conducting public education campaigns, and many other activities. All projects are subject to SCAQMD rules and regulations in effect at the time of construction.

The SCAQMD is also the lead agency in charge of developing the AQMP, with input from the Southern California Association of Governments (SCAG) and CARB. The AQMP is a comprehensive plan that includes control strategies for stationary and area sources, as well as for on-road and off-road mobile sources. SCAG has the primary responsibility for providing future growth projections and the development and implementation of transportation control measures. CARB, in coordination with federal agencies, provides the control element for mobile sources.

The 2016 AQMP was adopted by the South Coast AQMD Governing Board on March 3, 2017. The purpose of the AQMP is to set forth a comprehensive and integrated program that would lead the SCAB into compliance with the federal 24-hour PM_{2.5} air quality standard, and to provide an update to the South Coast AQMD's commitments towards meeting the federal 8-hour O₃ standards. The AQMP incorporates the latest scientific and technological information and planning assumptions, including the

SCAG *Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)* and updated emission inventory methodologies for various source categories.

The South Coast AQMD has published the *CEQA Air Quality Handbook* (approved by the South Coast AQMD Governing Board in 1993 and augmented with guidance for Local Significance Thresholds [LST] in 2008). The South Coast AQMD guidance helps local government agencies and consultants to develop environmental documents required by California Environmental Quality Act (CEQA) and provides identification of suggested thresholds of significance for criteria pollutants for both construction and operation (see discussion of thresholds below). With the help of the CEQA Air Quality Handbook and associated guidance, local land use planners and consultants are able to analyze and document how proposed and existing projects affect air quality in order to meet the requirements of the CEQA review process. The South Coast AQMD periodically provides supplemental guidance and updates to the handbook on their website.

The SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties and serves as a forum for regional issues relating to transportation, the economy, community development, and the environment. Under federal law, SCAG is designated as a Metropolitan Planning Organization and under State law as a Regional Transportation Planning Agency and a Council of Governments.

The state and federal attainment status designations for the SCAB are summarized in *Table 4.2-4: South Coast Air Basin Attainment Status*. The SoCAB is currently designated as a nonattainment area with respect to the State O₃, PM₁₀, and PM_{2.5} standards, as well as the national 8-hour O₃ and PM_{2.5} standards. The SoCAB is designated as attainment or unclassified for the remaining state and federal standards.

Table 4.2-4: Attainment Status of Criteria Pollutants in the South Coast Air Basin

Pollutant	State	Federal
Ozone – 1-hour	Nonattainment	Nonattainment
Ozone – 8-hour	Nonattainment	Nonattainment
PM ₁₀	Nonattainment	Attainment
PM _{2.5}	Nonattainment	Nonattainment
CO	Attainment	Attainment
NO ₂	Attainment	Attainment
SO ₂	Attainment	Attainment
Lead	Attainment	Nonattainment (Partial)
All others	Attainment/Unclassified	Attainment/Unclassified

Source: South Coast Air Quality Management District, Air Quality Management Plan, 2016.

The following is a list of South Coast AQMD rules that are required of construction activities associated with the Project:

- **Rule 402 (Nuisance)** – This rule prohibits the discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a

natural tendency to cause, injury or damage to business or property. This rule does not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

- **Rule 403 (Fugitive Dust)** – This rule requires fugitive dust sources to implement best available control measures for all sources, and all forms of visible particulate matter are prohibited from crossing any property line. This rule is intended to reduce PM₁₀ emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust. PM₁₀ suppression techniques are summarized below.
 - a) Portions of a construction site to remain inactive longer than a period of three months will be seeded and watered until grass cover is grown or otherwise stabilized.
 - b) All on-site roads will be paved as soon as feasible or watered periodically or chemically stabilized.
 - c) All material transported off-site will be either sufficiently watered or securely covered to prevent excessive amounts of dust.
 - d) The area disturbed by clearing, grading, earthmoving, or excavation operations will be minimized at all times.
 - e) Where vehicles leave a construction site and enter adjacent public streets, the streets will be swept daily or washed down at the end of the workday to remove soil tracked onto the paved surface.
- **Rule 1113 (Architectural Coatings)** – This rule requires manufacturers, distributors, and end users of architectural and industrial maintenance coatings to reduce ROG emissions from the use of these coatings, primarily by placing limits on the ROG content of various coating categories.
- **Rule 2305 (Warehouse Indirect Source Rule)** - South Coast AQMD has adopted Rule 2305 in May 2021 to reduce emissions associated with warehouses and mobile sources attracted to warehouses. This rule applies to all existing and proposed warehouses over 100,000 square feet located in South Coast AQMD. Rule 2305 requires warehouse operators to track annual vehicle miles traveled associated with truck trips to and from the warehouse. These trip miles are used to calculate the warehouses' WAIRE (Warehouse Actions and Investments to Reduce Emissions) Points Compliance Obligation. WAIRE Points are earned based on emission reduction measures and warehouse operators are required to submit an annual WAIRE Report which includes truck trip data and emission reduction measures. Reduction strategies listed in the WAIRE menu include acquire zero emission (ZE) or near zero emission (NZE) trucks; require ZE/NZE truck visits; require ZE yard trucks; install on-site ZE charging/fueling infrastructure; install on-site energy systems; and install filtration systems in residences, schools, and other buildings in the adjacent community. Warehouse operators that do not earn a sufficient number of WAIRE points to satisfy the WAIRE Points Compliance Obligation are required to pay a mitigation fee. This Project will comply with the adopted Rule 2305 (Warehouse Indirect Source Rule).

Local

City of Ontario – The Ontario Plan (TOP)

The Environmental Resources Element of The Ontario Plan (TOP) establishes goals for environmental infrastructure and policies that support system integration, resource conservation and regeneration, and energy independence. The Air Quality section contains the following goals and policies relevant to the Project:

Goal ER4	Improved indoor and outdoor air quality and reduced locally generated pollutant emissions.
Policy ER 4-1	Land Use. We will reduce GHG and other local pollutant emissions through compact, mixed use, and transit-oriented development and development that improves the regional jobs-housing balance.
Policy ER 4-4	Indoor Air Quality. We will comply with State Green Building Codes relative to indoor air quality.
Policy ER 4-6	Particulate Matter. We support efforts to reduce particulate matter to meet State and Federal Clean Air Standards.

4.2.3 Thresholds of Significance

According to Appendix G of the *State CEQA Guidelines*, a project would normally have a significant effect on the environment if the Project would:

- 1) Conflict with or obstruct implementation of the applicable air quality plan.
- 2) 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.
- 3) Expose sensitive receptors to substantial pollutant concentrations.
- 4) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.
- 5) Exceed SCAQMD Thresholds

South Coast Air Quality Management District Thresholds

The significance criteria established by South Coast AQMD may be relied upon to make the above determinations. According to the South Coast AQMD, an air quality impact is considered significant if the Project would violate any ambient air quality standard, contribute substantially to an existing or projected air quality violation, or expose sensitive receptors to substantial pollutant concentrations. Furthermore, Appendix D of the SCAQMD White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution (2003) notes that projects that result in emissions that do not exceed the Project-specific SCAQMD regional thresholds of significance should result in a less than significant impact on a cumulative basis unless there is other pertinent information to the contrary. Therefore, if a project is estimated to result in emissions that do not exceed the thresholds, the project's contribution to the cumulative impact on air quality in the SCAB would not be cumulatively considerable. The South Coast AQMD has established thresholds of significance for air quality during construction and operational

activities of land use development projects, as shown in *Table 4.2-5: SCAQMD Emissions Thresholds*. SCAQMD’s significance threshold for cumulative impacts is the same for project-specific impacts.

Table 4.2-5: SCAQMD Emission Thresholds

Air Pollutant	Construction Phase	Operational Phase
Reactive Organic Gases (ROGs)/Volatile Organic Compounds (VOCs)	75 lbs/day	55 lbs/day
Nitrogen Oxides (NOX)	100 lbs/day	55 lbs/day
Carbon Monoxide (CO)	550 lbs/day	550 lbs/day
Sulfur Oxides (SOX)	150 lbs/day	150 lbs/day
Particulates (PM10)	150 lbs/day	150 lbs/day
Particulates (PM2.5)	55 lbs/day	55 lbs/day
Source: SCAQMD, <i>South Coast AQMD Air Quality Significance Thresholds</i> , April 2019.		

Localized Carbon Monoxide

In addition to the daily thresholds listed above, development associated with the Project would also be subject to the ambient air quality standards. These are addressed through an analysis of localized CO impacts. The significance of localized impacts depends on whether ambient CO levels near the Project site are above state and federal CO standards (the more stringent California standards are 20 ppm for 1-hour and 9 ppm for 8-hour). The SoCAB has been designated as attainment under the 1-hour and 8-hour standards.

Localized Significance Thresholds

The SCAQMD has also developed LSTs for emissions of NO₂, CO, PM₁₀, and PM_{2.5} generated at new development sites (off-site mobile source emissions are not included in the LST analysis). LSTs represent the maximum emissions that can be generated at a project without expecting to cause or substantially contribute to an exceedance of the most stringent state or federal ambient air quality standards. LSTs are based on the ambient concentrations of that pollutant within the Project source receptor area (SRA), as demarcated by the South Coast AQMD, and the distance to the nearest sensitive receptor. LST analysis for construction is applicable for all projects that disturb 5 acres or less on a single day. The proposed Project construction is anticipated to disturb a maximum of 4 acres in a single day, so the LST applies.

The Project site is located within South Coast AQMD Source Receptor Area (SRA) 33, Southwest San Bernardino Valley Area. *Table 4.2-6: Local Significance Thresholds for Construction/Operations*, shows the LSTs for a 1-acre, 2-acre, and 5-acre project in SRA 33. The South Coast AQMD’s LST guidance notes that the 25-meter threshold applies to receptors 25 meters away or less. Because the nearest sensitive receptors are located approximately 85 feet (26 meters) from the Project boundary, the thresholds for 25 meters (82 feet) or less are identified in *Table 4.2-6*. *Table 4.2-6* demonstrates that as the Project size increases, the thresholds for construction and operations emissions also increase.

Table 4.2-6: Local Significance Thresholds for Construction/Operations

Project Size	Threshold (lbs/day) ¹			
	Nitrogen Oxides (NOX)	Carbon Monoxide (CO)	Coarse Particulates (PM10)	Fine Particulates (PM2.5)
1 Acre	118/118	863/863	5/2	4/1
2 Acres	170/170	1,232/1,232	6/2	5/2
5 Acres	270/270	2,193/2,193	16/4	9/2

Source: South Coast Air Quality Management District, *Localized Significance Threshold Methodology*, July 2008.

Health Risk

Whenever a project would use chemical compounds identified in SCAQMD Rule 1401, on CARB’s air toxics list pursuant to AB 1807, or on the EPA’s National Emissions Standards for Hazardous Air Pollutants, a health risk assessment is required by the SCAQMD. *Table 4.2-7: SCAQMD Toxic Air Contaminants Incremental Risk Thresholds*, lists the SCAQMD’s TAC incremental risk thresholds for operation of a project. Projects that do not generate emissions that exceed the values in *Table 4.2-7* would not substantially contribute to cumulative air quality hazards or exacerbate an existing environmental hazard.

Table 4.2-7: SCAQMD Toxic Air Contaminants Incremental Risk Thresholds

Contaminants	Risk Threshold
Maximum Incremental Cancer Risk	≥ 10 in 1 million
Cancer Burden (in areas ≥ 1 in 1 million)	> 0.5 excess cancer cases
Hazard Index (project increment)	≥ 1.0

Source: South Coast Air Quality Management District, *South Coast AQMD Public Notification Procedures for Facilities Under the Air Toxics “Hot Spots” Information and Assessment Act (AB 2588) and Rule 1402*, Updated October 2020.

Under the California Supreme Court’s decision in *California Building Industry Association v. Bay Area Air Quality Management District* (2015) 62 Cal.4th 369 (Case No. S213478), where a project will exacerbate an existing environmental hazard, CEQA requires an analysis of the worsened condition on future Project residents and the public at large. Projects that do not generate emissions that exceed the values in *Table 4.2-7* would not substantially contribute to cumulative air quality hazards or exacerbate an existing environmental hazard. Residential, commercial, office, and institutional uses (such as the hospital land uses) do not use substantial quantities of TACs and typically do not exacerbate existing hazards. Thus, these thresholds are typically applied to new industrial and warehouse projects.

4.2.4 Plans, Programs, and Policies

PPP AIR-1 New buildings are required to achieve the current California Building Energy Efficiency Standards (Title 24, Part 6) and California Green Building Standards Code (CALGreen) (Title 24, Part 11). The 2016 Building Energy Efficiency Standards were effective starting on January 1, 2017, and the 2019 Building Energy Efficiency Standards will become Effective January 1, 2020. The Building Energy Efficiency Standards and CALGreen are updated triannually with a goal to achieve zero net energy for residential buildings by 2020 and nonresidential buildings by 2030.

PPP AIR-2 New buildings are required to adhere to the California Green Building Standards Code (CALGreen) requirement to provide bicycle parking for new non-residential buildings,

or meet local bicycle parking ordinances, whichever is stricter (CALGreen §5.106.4.1, 14.106.4.1, and §5.106.4.1.2).

PPP AIR-3 Construction activities will be conducted in compliance with 13 California Code of Regulations (CCR) §2499, which requires that nonessential idling of construction equipment is restricted to five minutes or less.

PPP AIR-4 Construction activities will be conducted in compliance with any applicable South Coast Air Quality Management District (SCAQMD) rules and regulations, including but not limited to the following:

- Rule 403, Fugitive Dust, for controlling fugitive dust and avoiding nuisance.
- Rule 402, Nuisance, which states that a project shall not “discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.”
- Rule 1113, which limits the volatile organic compound content of architectural coatings.

PPP AIR-5 Heavy duty tractors and trailers (i.e., trucks that are 53-foot or longer) must use US EPA SmartWay certified tractors and trailers or retrofit their existing fleet with SmartWay verified technologies in accordance with CARB’s Heavy-Duty (Tractor-Trailer) GHG Regulation. Owners are responsible for replacing or retrofitting their affected vehicles with compliant aerodynamic technologies and low rolling resistance tires. Sleeper cab tractors model year 2011 and later must be SmartWay certified. All other tractors must use SmartWay verified low rolling resistance tires. Trailers must have low rolling resistance tires and aerodynamic devices.

PPP AIR-6 The medium-duty and heavy-duty vehicle engines are required to comply with the USEPA’s GHG and fuel efficiency standards. The federal and California Phase 1 standards took effect with model year 2014 tractors, vocational vehicles, and heavy-duty pick-up trucks and vans and the engines powering such vehicles (the Phase 1 standards excludes trailers). The federal Phase 2 standards cover model years 2018-2027 for certain trailers and model years 2021-2027 for semi-trucks and large pick-up trucks, vans and all types and sizes of buses and work trucks. California is aligned with the federal Phase 2 standards in structure, timing, and stringency, but with some minor California differences. The California Phase 2 regulations became effective April 1, 2019.

4.2.5 Project Impacts and Mitigation

Methodology

This air quality impact analysis considers construction and operational impacts associated with the Project. Where criteria air pollutant quantification was required, emissions were modeled using the California Emissions Estimator Model (CalEEMod) (see *Appendix B*). CalEEMod is a Statewide land use emissions computer model designed to quantify potential criteria pollutant emissions associated with both construction and operations from a variety of land use projects. Air quality impacts were assessed according to methodologies recommended by CARB and the South Coast AQMD.

Construction equipment, trucks, worker vehicles, and ground-disturbing activities associated with Project construction would generate emissions of criteria air pollutants and precursors. Although Project construction will be dependent on market conditions, daily regional construction emissions are estimated by assuming construction occurs at the earliest feasible date. It is assumed that construction of Phase 1 would occur from mid-2022 to mid-2023 and the construction of Phase 2 would occur from mid-2023 to mid-2024. This approach is conservative given that emissions factors decrease in future years due to regulatory and technological improvements.

As previously stated in *Section 3.0, Project Description*, Project operations assume an opening year of 2023 for Phase 1 and 2024 for Phase 2, with the entire Project fully occupied in 2024. The development would include eight buildings totaling up to 5,333,518 SF of business park and industrial development. Phase 1, comprised of Planning Areas (PA) 1 and 2, would allow approximately 3,174,518 SF of industrial and business park uses. Phase 1 consists of the construction of Buildings 1 through 8 as numbered in the Conceptual Site Plan and includes the Development Plan. This phase may be developed in several subphases in response to market demands and according to the logical and orderly completion of infrastructure improvements (refer to *Figure 3-22, Conceptual Phasing Plan*). No specific development proposals have been identified for the Phase 2 area, consisting of Planning Areas 3, 4 and 5.

The Project would result in emissions of area sources (consumer products), energy sources (natural gas usage and off-site electricity generation), and mobile sources (motor vehicles from Project-generated vehicle trips). Project-generated increases in operational emissions would be predominantly associated with motor vehicle use. The Project vehicle trip generation was obtained from the Project's Transportation Impact Analysis (*Appendix I*), which includes 5,830 total daily passenger car vehicle trips and 1,402 daily truck trips in Phase 1, and 4,178 total daily passenger car vehicle trips and 1,036 daily truck trips in Phase 2. Emissions rates in CalEEMod have been updated with CARB SAFE Rule adjustment factors and EMFAC2017 emission rates consistent with the methodology described in Section 5.2 Methodology for Converting EMFAC2014 Emission Rates into CalEEMod Vehicle Emission Factors of *Appendix A: Calculation Details for CalEEMod in the CalEEMod User Guide*. Other operational emissions from area, energy, and stationary sources were quantified in CalEEMod based on land use activity data.

The Project includes both refrigerated and unrefrigerated storage. Based on the Transportation Impact Analysis (TIA), Phase 1 includes 150 trucks and Phase 2 includes 86 trucks that will be accessing the cold storage portion of the Project daily (see *Appendix I*). Each of the trucks are assumed to include transport

refrigeration units (TRU). TRU emissions are based on rates from CARB's OFFROAD2017 model. TRU operational time per truck is based on total operational hours per year divided by total population (1.1 hours per day per truck) from CARB's OFFROAD2017 model for the South Coast portion of San Bernardino County. For the purposes of SB330 compliance, the proposed Overlay District would allow an additional 1,352 dwelling units (DU), or an overall increase of approximately 37% in dwelling units for this 473-acre area.

As discussed under 4.2.3 Thresholds of Significance, the SCAQMD provides significance thresholds for emissions associated with proposed Project construction and operations. The proposed Project's construction and operational emissions are compared to the daily criteria pollutant emissions significance thresholds in order to determine the significance of a Project's impact on regional air quality.

The localized effects from the Project's on-site emissions were evaluated in accordance with the SCAQMD's Localized Significance Threshold (LST) Methodology, which uses on-site mass emissions rate look-up tables and Project-specific modeling. LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standards and are developed based on the ambient concentrations of that pollutant for each source receptor area and distance to the nearest sensitive receptor.

Risk and hazard assessment for cancer risk and non-cancer hazards are based on OEHHA methodology. Residential inhalation cancer risk from annual average DPM concentrations are calculated by multiplying the daily inhalation dose, cancer potency factor, age sensitivity factor (ASF), frequency of time spent at home, and exposure duration divided by averaging time, yielding the excess cancer risk. Chronic non-cancer impacts are calculated by dividing the annual average concentration by the reference exposure level (REL) for that substance. The REL is defined as the concentration at which no adverse non-cancer health effects are anticipated. Acute non-cancer hazards is evaluated by comparing the maximum short-term exposure level to an acute REL. RELs are designed to protect sensitive individuals within the population.

Impact Analysis

The following impact analysis addresses thresholds of significance for which there may be potentially significant impacts.

Impact 4.2-1: *Would the Project conflict with or obstruct implementation of the applicable air quality plan?*

Level of Significance: *Significant and Unavoidable Impact*

As part of its enforcement responsibilities, the EPA requires each state with nonattainment areas to prepare and submit a State Implementation Plan that demonstrates the means to attain the federal standards. The State Implementation Plan must integrate federal, state, and local plan components and regulations to identify specific measures to reduce pollution in nonattainment areas, using a combination of performance standards and market-based programs. Similarly, under State law, the CCAA requires an air quality attainment plan to be prepared for areas designated as nonattainment regarding the state and

federal ambient air quality standards. Air quality attainment plans outline emissions limits and control measures to achieve and maintain these standards by the earliest practical date.

The Project is located within the SoCAB, which is under the jurisdiction of the SCAQMD. The SCAQMD is required, pursuant to the FCAA, to reduce emissions of criteria pollutants for which the SoCAB is in nonattainment. To reduce such emissions, the SCAQMD drafted the 2016 AQMP. The 2016 AQMP establishes a program of rules and regulations directed at reducing air pollutant emissions and achieving state (California) and national air quality standards. The 2016 AQMP is a regional and multi-agency effort including the SCAQMD, the CARB, the SCAG, and the EPA. The plan's pollutant control strategies are based on the latest scientific and technical information and planning assumptions, including SCAG's 2016 RTP/SCS, updated emission inventory methodologies for various source categories, and SCAG's latest growth forecasts. SCAG's latest growth forecasts were defined in consultation with local governments and with reference to local general plans. The Project is subject to the SCAQMD's AQMP.

Criteria for determining consistency with the AQMP are defined by the following indicators:

- **Consistency Criterion No. 1:** The Project will not result in an increase in the frequency or severity of existing air quality violations, or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.
- **Consistency Criterion No. 2:** The Project will not exceed the assumptions in the AQMP or increments based on the years of the Project build-out phase.

According to the SCAQMD's *CEQA Air Quality Handbook*, the purpose of the consistency finding is to determine if a project is inconsistent with the assumptions and objectives of the regional air quality plans, and thus would interfere with the region's ability to comply with CAAQS and NAAQS. Consistency with both Criterion No. 1 and Criterion No. 2 would result in a less than significant impact.

Consistency Criterion No. 1 refers to CAAQS and NAAQS emission standards. If the Project does not exceed emission standards it would not contribute to an existing air quality violation. Consistency Criterion No. 2 refers to AQMP emission assumptions based on SCAG's latest growth forecasts. If the Project proposes land uses consistent with SCAG's growth forecast or land uses that would generate less emissions than those identified in SCAG's growth forecast, then the Project would not exceed the AQMP assumptions.

Specific Plan – Phase 1

Consistency Criterion No. 1

As shown in *Table 4.2-8* under Impact 4.2-2, Phase 1 of the Project would not exceed construction emission standards with the implementation of **MM AQ-1**. After MM AQ-1 is implemented, the maximum mitigated emissions are the following: 51.79 VOC, 99.13 CO, 0.59, 36.76 PM₁₀, 10.97 PM. These emissions are the reduced result of MM AQ-1 through "super-compliant" low VOC paints.

However, as identified in *Table 4.2-9* under Impact 4.2-2, Phase 1 operational emissions would exceed the SCAQMD operational threshold of 55 for VOC and 55 for NO_x. **Mitigation Measures (MM) AQ-2** through **AQ-5** are included to reduce operation emissions to the greatest amount feasible; however even with mitigation, VOC and NO_x emissions would remain above the SCAQMD thresholds of 55 for each. The

Project VOC and NO_x emissions would be 82.28 and 295.28 respectively. Therefore, Phase 1 of the Project would potentially contribute to an existing air quality violation. Thus, the Project is not consistent with the first criterion.

Consistency Criterion No. 2

The AQMP contains air pollutant reduction strategies based on SCAG's latest growth forecasts, and SCAG's growth forecasts were defined in consultation with local governments and with reference to local general plans. Phase 1 of the Project would result in a change of land use designations not reflected in the AQMP. Therefore, Phase 1 of the Project is conservatively assumed to generate emissions not reflected within the current 2016 AQMP regional emissions inventory for the SCAB and is considered to be inconsistent with the AQMP. Thus, Phase 1 of the Project is not consistent with the second criterion.

Future Development Areas – Phase 2

Consistency Criterion No. 1

As shown in *Table 4.2-10* under Impact 4.2-2, Phase 2 of the Project would not exceed construction emission standards with the implementation of **MM AQ-1**, which would reduce VOC emissions to 36.66, far below the 75 VOC emission limit. However, as identified in *Table 4.2-11* under Impact 4.2-2, Phase 2 operational emissions would exceed the SCAQMD operational threshold for VOC (55) and NO_x (55). **MM AQ-2** through **MM AQ-5** are included to reduce operation emissions to the greatest amount feasible, however even with mitigation, VOC and NO_x emissions would remain above the SCAQMD threshold at a total of 57.43 emissions for VOC and 154.4 emissions for NO_x. Therefore, Phase 2 of the Project would potentially contribute to an existing air quality violation. Thus, the Project is not consistent with the first criterion.

Consistency Criterion No. 2

Similar to Phase 1, Phase 2 of the Project would also result in a change of land use designations not reflected in the AQMP. Therefore, Phase 2 of the Project is also conservatively assumed to generate emissions not reflected within the current 2016 AQMP regional emissions inventory for the SCAB and is considered to be inconsistent with the AQMP. Thus, Phase 2 of the Project is not consistent with the second criterion.

Project Buildout (Phase 1 + Phase 2)

As discussed previously above under the Headings "Specific Plan-Phase 1" and "Future Development – Phase 2," Phase 1 and Phase 2 individually were not consistent with the AQMP. Therefore, Project Buildout (Phase 1 + Phase 2) would also not be consistent with criterion 1 and criterion 2.

SB330 Replacement Site

The SB330 Replacement Site located along the Grove Avenue Corridor includes low density residential, low-medium density residential, medium density residential, neighborhood commercial, and agricultural land uses. The Project proposes rezoning the SB330 Replacement Site to a higher residential density to increase the maximum number of housing units allowed on the site. This action however does not propose

any specific construction of new structures or redevelopment of the SB330 Replacement Site. Any future development of the SB330 Replacement Site would be subject to environmental regulations as required under CEQA and the City's standard discretionary review process.

The process of rezoning the SB330 Replacement Site for a higher residential density would not generate new emissions and thus would not conflict with or obstruct implementation of the AQMP. In fact, by "relocating" the 1,352 DU of zoning potential from the Project site to the SB330 Replacement Site, the net effect is anticipated to be an overall reduction in air emissions in consideration of the SB330 Replacement Site DU's being at a higher density, generating less traffic per dwelling unit, and overall having reduced Vehicle Miles Travelled and associated air emissions due to the SB330 Replacement Site being in a higher density mixed-use environment in close proximity to transit and regional transportation facilities. Therefore, this impact would be less than significant.

Conclusion

Implementation of the Project would result in air pollutant emissions that exceed SCAQMD's operational emission thresholds following completion of Phase 1 and at Project Buildout. Although **MM AQ-1** through **MM AQ-5** would reduce Project emissions by the greatest feasible amount, Project emissions levels would remain significant and would contribute to the nonattainment designations in the SoCAB. Therefore, the Project would be inconsistent with the AQMP, resulting in a significant and unavoidable impact despite the implementation of mitigation.

In addition, in accordance with South Coast AQMD Rule 2305 (refer to South Coast Air Quality Management District under Section 4.2.2 Regulatory Setting) the Project operator would be required to pay a mitigation fee if the Project does not generate enough WAIRE Points. The Project operator may be required to implement additional emission reduction strategies. Conservatively, this EIR is not taking credit for these potential reductions. Compliance with proposed Rule 2305 would reduce emissions below what is currently analyzed.

Mitigation Measures

Refer to **MM AQ-1** through **AQ-5** (refer to Impact Threshold 4.2-2, below).

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?*

Level of Significance: Significant and Unavoidable Impact

Construction emissions associated with the Project would generate short-term emissions of criteria air pollutants. The criteria pollutants of primary concern within the Project area include O₃-precursor pollutants (i.e., ROG and NO_x) and PM₁₀ and PM_{2.5}. Construction-generated emissions are short term and of temporary duration, lasting only as long as construction activities occur, but would be considered a significant air quality impact if the volume of pollutants generated exceeds the SCAQMD's thresholds of significance.

Operational emissions are primarily associated with motor vehicle use and area sources, such as the use of landscape maintenance equipment and architectural coatings. Each of these sources are described below.

- **Area Source Emissions.** Area source emissions would be generated due to on-site equipment, architectural coating, and landscaping that were previously not present on the site.
- **Energy Source Emissions.** Energy source emissions would be generated due to electricity and natural gas usage associated with the Project. Primary uses of electricity and natural gas by the Project would be for miscellaneous warehouse equipment, space heating and cooling, water heating, ventilation, lighting, appliances, and electronics.
- **Mobile Source Emissions.** Mobile sources are emissions from motor vehicles, including tailpipe and evaporative emissions. Depending upon the pollutant being discussed, the potential air quality impact may be of either regional or local concern. For example, ROG, NO_x, PM₁₀, and PM_{2.5} are all pollutants of regional concern. NO_x and ROG react with sunlight to form O₃, known as photochemical smog. Additionally, wind currents readily transport PM₁₀ and PM_{2.5}. However, CO tends to be a localized pollutant, dispersing rapidly at the source.

Project-generated vehicle emissions have been estimated using the applicable Institute of Transportation Engineers trip generation rate within CalEEMod as recommended by the SCAQMD and EMFAC 2017 emission rates with SAFE Rule.

- **Transport Refrigeration Units (TRU) Emissions.** TRUs are refrigeration systems powered by diesel internal combustion engines designed to refrigerate or heat perishable products that are transported in various containers, including semi-trailers and truck vans. TRU emissions are based on rates from CARB's OFFROAD2017 model.
- **Off-Road Equipment Emissions.** Operational off-road emissions would be generated by off-road equipment used during operational activities.

Specific Plan – Phase 1

Construction

The duration of construction activities associated with Phase 1 of the Project is estimated to last approximately twelve months. Construction-generated emissions associated with the Project were calculated using the CARB-approved CalEEMod computer program, which is designed to model emissions for land use development projects, based on typical construction requirements. Typical construction equipment assumed by CalEEMod include industrial saws, excavators, and dozers for demolition; dozers and tractors for site preparation; excavators, graders, dozers, scrapers and tractors for grading; cranes, forklifts, generators, tractors, and welders for construction; pavers, paving equipment, and rollers for paving; and air compressors for painting. See *Appendix B* for more information regarding the construction assumptions used in this analysis. Predicted maximum daily construction-generated emissions for the Project are summarized in *Table 4.2-8: Phase 1 - Construction-Related Emissions*.

Table 4.2-8: Phase 1 - Maximum Daily Construction-Related Emissions

Construction Year	Pollutants (pounds per day) ^{1, 2}					
	VOC	NOX	CO	SO ₂	PM ₁₀	PM _{2.5}
Unmitigated Emissions						
Year 2022	3.72	38.90	29.80	0.07	8.85	5.41
Year 2023	184.84	99.13	146.72	0.59	36.76	10.97
Maximum Daily Emissions	184.84	99.13	146.72	0.59	36.76	10.97
SCAQMD Regional Construction Threshold	75	100	550	150	150	55
Significant?	Yes	No	No	No	No	No
Mitigated Emissions						
Year 2022	3.72	38.90	29.80	0.07	8.85	5.41
Year 2023	51.79	99.13	146.72	0.59	36.76	10.97
Maximum Daily Emissions	51.79	99.13	146.72	0.59	36.76	10.97
SCAQMD Regional Construction Threshold	75	100	550	150	150	55
Significant?	No	No	No	No	No	No
Source: CalEEMod Version 2016.3.2						
Notes: Emissions totals may not equal 100 percent due to rounding. Bold = Exceedance						
¹ Based on the preliminary information provided by the Applicant. Where specific information regarding project-related construction activities was not available, construction assumptions were based on CalEEMod defaults, which are based on construction surveys conducted by SCAQMD of construction equipment.						
² Includes implementation of fugitive dust control measures required by SCAQMD under Rule 403 (SCAQ-1), including watering disturbed areas three times per day, reducing speed limit to 15 miles per hour on unpaved surfaces, and street sweeping.						

Fugitive dust emissions may have a substantial, temporary impact on local air quality. In addition, fugitive dust may be a nuisance to those living and working in the Project vicinity. Uncontrolled dust from construction can become a nuisance and potential health hazard to those living and working nearby. SCAQMD Rules 402 and 403 (prohibition of nuisances, watering of inactive and perimeter areas, track out requirements, etc.), are applicable to the Project and were applied in CalEEMod to minimize fugitive dust emissions. Standard Condition (SC) AQ-1 requires the implementation of Rule 402 and 403 dust control techniques to minimize PM₁₀ and PM_{2.5} concentrations.

As shown in *Table 4.2-8*, unmitigated Phase 1 construction emissions would exceed the SCAQMD threshold for the ozone precursor VOC. The majority of these emissions are generated during the architectural coatings phase of construction. **MM AQ-1** is required to reduce maximum daily VOC emissions below the SCAQMD threshold. **MM AQ-1** requires the Project to use “Super-Compliant” low VOC paints. Implementation of **MMAQ-1** will reduce Phase 1 construction impacts to less than significant.

Operations

Long-term operational emissions attributable to the Project are summarized in *Table 4.2-9: Phase 1 – Maximum Daily Operation Emissions*. Primary sources of operational criteria pollutants are from motor vehicle use and area sources.

- **Area Source Emissions and Energy Source Emissions.** Area source emissions and energy source emissions are based on land use and the area of the buildings. Phase 1 air quality modeling is based on 601,128 square feet of business park, 334,315 square feet of refrigerated warehouse, and 2,237,337 square feet of unrefrigerated warehouse.

- **Mobile Source Emissions.** Project-generated vehicle emissions are based on the trip generation within the Project Traffic Impact Analysis (see *Appendix I*) and incorporated into CalEEMod as recommended by the SCAQMD. Per the Project Traffic Impact Analysis, Phase 1 of the Project would generate a total of 7,288 daily trips; 5,830 passenger vehicle trips from employees and 1,458 trips from trucks (2-axle, 3-axle, and 4+ axle delivery trucks) (*Appendix I*).
- **Transport Refrigeration Units (TRU) Emissions.** Based on 125 trucks accessing refrigerated warehouse with TRUs per day.
- **Off-Road Equipment Emissions.** Modeling assumed 12 forklifts per building (total 96), each operating eight hours per day loading and unloading goods. Off-road emissions also include one hostler/yard truck per building (total eight), each operating four hours per day moving trailers.

Table 4.2-9: Phase 1 - Maximum Daily Operation Emissions

Sources	Pollutants (pounds per day) ^{1,2}					
	VOC	NOX	CO	SO ₂	PM ₁₀	PM _{2.5}
Unmitigated Emissions						
Area	71.77	<0.01	0.52	<0.01	<0.01	<0.01
Energy	0.71	6.43	5.40	0.04	0.49	0.49
Mobile	15.49	262.87	251.09	1.89	125.89	35.74
Transport Refrigeration Units ^{2,3}	1.77	16.55	17.79	0.0	0.49	0.45
Off-Road Equipment	10.73	100.42	115.89	0.17	5.99	5.51
Maximum Daily Emissions	100.47	386.27	390.69	2.10	132.86	42.19
SCAQMD Threshold	55	55	550	150	150	55
Exceeds Threshold	Yes	Yes	No	No	No	No
Mitigated Emissions						
Area	64.40	<0.01	0.52	<0.01	<0.01	<0.01
Energy	0.64	5.81	4.88	0.03	0.44	0.44
Mobile	15.47	272.92	248.93	1.88	124.90	35.48
Transport Refrigeration Units ^{2,3}	1.77	16.55	17.79	0.0	0.49	0.45
Off-Road Equipment	0.0	0.0	0.0	0.0	0.0	0.0
Maximum Daily Emissions	82.28	295.28	272.12	1.91	125.83	36.37
SCAQMD Threshold	55	55	550	150	150	55
Exceeds Threshold	Yes	Yes	No	No	No	No
Source: CalEEMod, Version 2016.3.2. Based on trip generation information provided by Urban Crossroads (Appendix I). Notes: Highest winter or summer. Emissions totals may not equal 100 percent due to rounding. Bold = Exceedance. ¹ Based on calendar year 2023 aggregated emission rates derived EMFAC2017 Version 1.0.2 and CalEEMod methodology. ² Based on calendar year 2023 aggregated Instate Trailer TRU emission rates obtained from OFFROAD2017 Version 1.0.1. ³ Based on 125 trucks with TRUs per day.						

As indicated in *Table 4.2-9*, operation of Phase 1 would exceed SCAQMD thresholds for VOC and NO_x. The majority of the Project’s VOC emissions are from consumer products. For analytical purposes, consumer products include cleaning supplies, aerosols, and other consumer products¹. As such, the Project Applicant cannot meaningfully control the use of consumer products by future building users via mitigation. On this

¹ California Air Pollution Control Officers Association (CAPCOA), *California Emissions Estimator Model User’s Guide*, 2017.

basis, it is concluded that Project operational-source VOC emissions cannot be reduced below the SCAQMD threshold.

The majority of the Project's NO_x emissions are from mobile sources. Mitigation measures would be required to reduce emissions to the maximum extent feasible; however, emissions of motor vehicles are controlled by State and Federal standards, and the Project has no control over these standards. **MM AQ-2** through **MM AQ-5** have been identified to reduce operational NO_x emissions from Project mobile sources. **MM AQ-2** requires the use of electrical off-road equipment such as forklifts and hostlers/yard trucks. **MM AQ-3** requires electrical hookups at loading bays for cold storage. **MM AQ-4** requires the implementation of a Transportation Demand Management (TDM) program to reduce single-occupant vehicle trips and encourage public transit. Additionally, **MM AQ-5** prohibits idling when engines are not in use. *Table 4.2-9: Phase 1 – Maximum Daily Operational Emissions* shows that with the implementation of **MM AQ-2** through **MM AQ-5**, NO_x emissions would remain above the SCAQMD's thresholds, therefore impacts would be significant and unavoidable.

Future Development Areas - Phase 2

Construction

The duration of construction activities associated with Phase 2 of the Project were modeled to last approximately twelve months. The exact construction timeline is unknown; however, to be conservative, earliest dates possible were utilized in the modeling (assumed June 1, 2022). This approach is conservative given that emissions factors decrease in future years due to regulatory and technological improvements and fleet turnover. Construction-generated emissions associated the Project were calculated using the CARB-approved CalEEMod computer program, which is designed to model emissions for land use development projects, based on typical construction requirements. See *Appendix B1* for more information regarding the construction assumptions used in this analysis. Predicted maximum daily construction-generated emissions for the Project are summarized in *Table 4.2-10: Phase 2 – Maximum Daily Construction-Related Emissions*.

Table 4.2-10: Phase 2 - Maximum Daily Construction-Related Emissions

Construction Year	Pollutants (pounds per day) ^{1,2}					
	VOC	NOX	CO	SO ₂	PM ₁₀	PM _{2.5}
Unmitigated Emissions						
Year 2023	3.41	34.57	28.75	0.06	7.23	5.09
Year 2024	130.58	75.54	107.97	0.42	24.86	7.96
Maximum Daily Emissions	130.58	75.54	107.97	0.42	24.86	7.96
SCAQMD Regional Construction Threshold	75	100	550	150	150	55
Significant?	Yes	No	No	No	No	No
Mitigated Emissions						
Year 2023	3.41	34.57	28.75	0.06	7.23	5.09
Year 2024	36.66	75.54	107.97	0.42	24.86	7.96
Maximum Daily Emissions	36.66	75.54	107.97	0.42	24.86	7.96
SCAQMD Regional Construction Threshold	75	100	550	150	150	55
Significant?	No	No	No	No	No	No
Source: CalEEMod Version 2016.3.2						
Notes: Emissions totals may not equal 100 percent due to rounding. Bold = Exceedance						
¹ Based on the preliminary information provided by the Applicant. Where specific information regarding project-related construction activities was not available, construction assumptions were based on CalEEMod defaults, which are based on construction surveys conducted by SCAQMD of construction equipment.						
² Includes implementation of fugitive dust control measures required by SCAQMD under Rule 403 (SCAQ-1), including watering disturbed areas three times per day, reducing speed limit to 15 miles per hour on unpaved surfaces, and street sweeping.						

Fugitive dust emissions may have a substantial, temporary impact on local air quality. In addition, fugitive dust may be a nuisance to those living and working in the Project vicinity. Uncontrolled dust from construction can become a nuisance and potential health hazard to those living and working nearby. SCAQMD Rules 402 and 403 (prohibition of nuisances, watering of inactive and perimeter areas, track out requirements, etc.), are applicable to the Project and were applied in CalEEMod to minimize fugitive dust emissions. SC AQ-1 requires the implementation of Rule 402 and 403 dust control techniques to minimize PM₁₀ and PM_{2.5} concentrations.

As shown in *Table 4.2-10*, unmitigated Phase 2 construction emissions would exceed the SCAQMD threshold for the ozone precursor VOC. The majority of these emissions are generated during the architectural coatings phase of construction which use VOC emitting paints. The VOC exceedance occurs during the painting phase of construction. Low VOC paint must be used during the painting phase to reduce impacts. **MM AQ-1** is required to reduce maximum daily VOC emissions below the SCAQMD threshold. **MM AQ-1** requires the Project to use “Super-Compliant” low VOC paints. Implementation of **MM AQ-1** will reduce Phase 2 construction impacts to less than significant.

Operations

Long-term operational emissions attributable to the Project are summarized in *Table 4.2-11: Phase 2 – Maximum Daily Operation Emissions*. Primary sources of operational criteria pollutants are from motor vehicle use and area sources.

- **Area Source Emissions and Energy Source Emissions.** Area source emissions and energy source emissions are based on land use and the area of the buildings. Phase 2 air quality modeling is

based on 474,107 square feet of business park, 229,542 square feet of refrigerated warehouse, and 1,536,163 square feet of unrefrigerated warehouse.

- **Mobile Source Emissions.** Project-generated vehicle emissions are based on the trip generation within the Project Traffic Impact Analysis and incorporated into CalEEMod as recommended by the SCAQMD. Per the Project Traffic Impact Analysis, Phase 2 of the Project would generate a total of 5,214 daily trips; 4,178 passenger vehicles trips from employees and 1,036 truck trips (2-axle, 3-axle, and 4+ axle delivery trucks).
- **Transport Refrigeration Units (TRU) Emissions.** Based on 86 trucks accessing refrigerated warehouse with TRUs per day.
- **Off-Road Equipment Emissions.** Although the site plan for Phase 2 has yet to be determined, it was assumed that Phase 2 would employ a similar number of forklifts and hostlers/yard trucks as Phase 1 (96 and 8 respectively). Modeling assumed 12 forklifts per building (total 96), each operating eight hours per day loading and unloading goods. Off-road emissions also include one hostler/yard truck per building (total eight), each operating four hours per day moving trailers.

Table 4.2-11: Phase 2 - Maximum Daily Operation Emissions

Sources	Pollutants (pounds per day) ^{1, 2}					
	VOC	NOX	CO	SO ₂	PM ₁₀	PM _{2.5}
Unmitigated Emissions						
Area	47.77	<0.01	0.36	<0.01	<0.01	<0.01
Energy	0.44	4.03	3.39	0.02	0.31	0.31
Mobile	10.63	195.18	175.10	1.37	91.34	25.94
Transport Refrigeration Units ^{2, 3}	1.82	16.77	18.23	0.0	0.49	0.45
Off-Road Equipment	10.83	100.75	121.89	0.20	5.49	5.05
Maximum Daily Emissions	71.49	316.73	318.97	1.59	92.69	31.75
SCAQMD Threshold	55	55	550	150	150	55
Exceeds Threshold	Yes	Yes	No	No	No	No
Mitigated Emissions						
Area	45.45	<0.01	0.36	<0.01	<0.01	<0.01
Energy	0.44	4.03	3.39	0.02	0.31	0.31
Mobile	9.72	133.60	164.71	1.05	79.82	22.34
Transport Refrigeration Units ^{2, 3}	1.82	16.77	18.23	0.0	0.49	0.45
Off-Road Equipment	0.0	0.0	0.0	0.0	0.0	0.0
Maximum Daily Emissions	57.43	154.4	186.69	1.07	80.62	23.1
SCAQMD Threshold	55	55	550	150	150	55
Exceeds Threshold	Yes	Yes	No	No	No	No
Source: CalEEMod, Version 2016.3.2. Based on trip generation information provided by Urban Crossroads (Appendix I). Notes: Highest winter or summer. Emissions totals may not equal 100 percent due to rounding. Bold = Exceedance. ¹ Based on calendar year 2024 aggregated emission rates derived EMFAC2017 Version 1.0.2 and CalEEMod methodology. ² Based on calendar year 2024 aggregated Instate Trailer TRU emission rates obtained from OFFROAD2017 Version 1.0.1. ³ Based on 86 trucks with TRUs per day.						

As indicated in *Table 4.2-11*, operation of Phase 2 would exceed SCAQMD thresholds for VOC and NO_x. Similar to Phase 1, the majority of the Phase 2's VOC emissions are from consumer products. For analytical purposes, consumer products include cleaning supplies, aerosols, and other consumer products. As such,

the Project Applicant cannot meaningfully control the use of consumer products by future building users via mitigation. On this basis, it is concluded that Project operational-source VOC emissions cannot be reduced below the SCAQMD threshold.

Similar to Phase 1, the majority of the Phase 2's NO_x emissions are from mobile sources. Mitigation measures would be required to reduce emissions to the maximum extent feasible; however, emissions of motor vehicles are controlled by State and Federal standards and the Project has no control over these standards. **MM AQ-2** through **MM AQ-5** have been identified to reduce operational NO_x emissions from Project mobile sources. **MM AQ-2** requires the use of electrical off-road equipment such as forklifts and hostlers/yard trucks. **MM AQ-3** requires electrical hookups at loading bays for cold storage. **MM AQ-4** requires the implementation of a Transportation Demand Management (TDM) program to reduce single-occupant vehicle trips and encourage public transit. Additionally, **MM AQ-5** prohibits idling when engines are not in use. *Table 4.2-11: Phase 2 – Maximum Daily Operational Emissions* shows that with the implementation of **MM AQ-2** through **MM AQ-5**, NO_x emissions would remain above the SCAQMD's thresholds; therefore, impacts would be significant and unavoidable.

Project Buildout (Phase 1 + Phase 2)

Operations

Long-term operational emissions attributable to the total Project are summarized in *Table 4.2-12: Project Buildout (Phase 1 and Phase 2) – Maximum Daily Operation Emissions*.

- **Area Source Emissions and Energy Source Emissions.** Area source emissions and energy source emissions are based on land use and the area of the buildings. Project buildout (Phase 1 and Phase 2) air quality modeling is based on a total of 1,075,235 square feet of business park, 563,857 square feet of refrigerated warehouse, and 3,773,500 square feet of unrefrigerated warehouse (see *Appendix I*).
- **Mobile Source Emissions.** Total combined project-generated vehicle emissions are based on the trip generation within the Project Traffic Impact Analysis and incorporated into CalEEMod as recommended by the SCAQMD. Per the Project Traffic Impact Analysis (see *Appendix I*), at Project buildout the entire Project would generate a total of 12,502 daily trips (20 percent trucks).
- **Transport Refrigeration Units (TRU) Emissions.** Based on 211 trucks accessing the refrigerated warehouses with TRUs per day.
- **Off-Road Equipment Emissions.** Although the site plan for Phase 2 has yet to be determined, it was assumed that the entire Project would employ a total of 192 forklifts (96 for Phase 1 and 96 for Phase 2), each operating eight hours per day and 16 hostlers/yard trucks (8 for Phase 1 and 8 for Phase 2), each operating four hours per day.

Table 4.2-12: Project Buildout – Total Maximum Daily Operation Emissions

Sources	Pollutants (pounds per day)					
	VOC	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Unmitigated Emissions						
Maximum Daily Emissions for Phase 1 Only	100.47	386.27	390.69	2.10	132.86	42.19
Maximum Daily Emissions for Phase 2 Only	71.49	316.73	318.97	1.59	100.63	31.75
Total Maximum Daily Emissions (Phase 1 + Phase 2)	171.96	703.00	709.66	3.69	233.49	73.94
SCAQMD Threshold	55	55	550	150	150	55
Exceeds Threshold	Yes	Yes	No	No	Yes	Yes
Mitigated Emissions						
Maximum Daily Emissions for Phase 1 Only	82.28	295.28	272.12	1.91	125.83	36.37
Maximum Daily Emissions for Phase 2 Only	57.43	154.4	186.69	1.07	80.62	23.1
Total Maximum Daily Emissions (Phase 1 + Phase 2)	139.71	449.68	458.81	2.98	206.45	60.47
SCAQMD Threshold	55	55	550	150	150	55
Exceeds Threshold	Yes	Yes	No	No	Yes	Yes
Source: CalEEMod, Version 2016.3.2. Based on trip generation information provided by Urban Crossroads (Appendix I). Notes: Highest winter or summer. Emissions totals may not equal 100 percent due to rounding. Bold = Exceedance.						

As indicated in *Table 4.2-12*, total operation emissions for Project at buildout would exceed SCAQMD thresholds for VOC, NO_x, PM₁₀ and PM_{2.5}. The majority of the Project’s VOC emissions are from consumer products and cannot be reduced below the SCAQMD threshold with mitigation. The majority of NO_x, PM₁₀, and PM_{2.5} emissions are from mobile sources. **MM AQ-2** through **MM AQ-5** have been identified to reduce operational emissions from mobile sources. **MM AQ-2** requires the use of electrical off-road equipment such as forklifts and hostlers/yard trucks. **MM AQ-3** requires electrical hookups at loading bays for cold storage. **MM AQ-4** requires the implementation of a Transportation Demand Management (TDM) program to reduce single-occupant vehicle trips and encourage public transit. Additionally, **MM AQ-5** prohibits idling when engines are not in use. *Table 4.2-12: Project Buildout – Total Maximum Daily Operation Emissions* shows that despite the implementation of **MM AQ-2** through **MM AQ-5**, NO_x, PM₁₀, and PM_{2.5}, emissions would remain above the SCAQMD’s thresholds; therefore, impacts would be significant and unavoidable.

SB330 Replacement Site

As discussed above under Impact 4.2-1, the net effect of relocating the 1,352 DU of zoning potential to the SB330 Replacement Sites is expected to have an overall net air quality benefit, regionally, due to reduced traffic and energy emissions from higher density development in a mixed-use area with transit. There may be localized effects from the additional density, although this would be generally similar to the nature and extent of air quality impacts addressed in the City’s TOP EIR. Also note that the SB330 Replacement Site is being considered by the City for even higher density as part of the City’s TOP Update, which would have separate City review and CEQA analysis. Finally, any future residential development within the SB330 Replacement Site would be subject to applicable local, regional, state and federal air quality regulations as summarized under the Regulatory Framework discussion above. Therefore, this impact would be less than significant.

Conclusion

As shown in *Table 4.2-9*, *Table 4.2-11*, and *Table 4.2-12*; operation of the Project would result in air pollutant emissions that exceed SCAQMD's emission thresholds. The implementation of SC AQ-1 and **Mitigation Measures AQ-1** through **AQ-5** would reduce Project emissions by the greatest amount feasible; however, operation related Project emissions would remain significant and would potentially contribute to the O₃, NO₂, PM₁₀, and PM_{2.5} nonattainment designations of the SoCAB. Therefore, the Project would result in a significant and unavoidable impact.

In addition, South Coast AQMD Rule 2305 (refer to South Coast Air Quality Management District under Section 4.2.2 Regulatory Setting) requires the Project operator to pay a mitigation fee if the Project does not generate enough WAIRE Points. The Project operator may be required to implement additional emission reduction strategies. Conservatively, this EIR is not taking credit for these potential reductions. Compliance with proposed Rule 2305 would reduce emissions below what is currently analyzed.

Standard Conditions

SCAQ-1

Prior to the issuance of grading permits, the City Engineer shall confirm that the Grading Plan, Building Plans and Specifications require all construction contractors to comply with South Coast Air Quality Management District's (SCAQMD's) Rules 402 and 403 to minimize construction emissions of dust and particulates.

The measures include, but are not limited to, the following:

- Portions of a construction site to remain inactive longer than a period of three months will be seeded and watered until grass cover is grown or otherwise stabilized.
- All on-site roads will be paved as soon as feasible or watered periodically or chemically stabilized.
- All material transported off-site will be either sufficiently watered or securely covered to prevent excessive amounts of dust.
- The area disturbed by clearing, grading, earthmoving, or excavation operations will be minimized at all times.
- Where vehicles leave a construction site and enter adjacent public streets, the streets will be swept daily or washed down at the end of the workday to remove soil tracked onto the paved surface.

Mitigation Measures

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.

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.

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 or produce zero emissions.

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 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.

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:

- 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.

MM AQ-5

All truck access gates and loading docks within the Project site shall have a sign posted that states:

- 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.
- Telephone numbers of the building facilities manager and CARB to report Violations

Impact 4.2-3: *Would the Project expose sensitive receptors to substantial pollutant concentrations?*

Level of Significance: Less than Significant Impact with Mitigation

Specific Plan – Phase 1

Construction LST

To identify impacts to sensitive receptors, the SCAQMD recommends addressing LSTs for construction. LSTs were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4). The SCAQMD provided the *Final Localized Significance Threshold Methodology* (dated June 2003 [revised 2008]) for guidance. The LST methodology assists lead agencies in analyzing localized impacts associated with Project-specific emissions.

Since CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily soil disturbance activity possible for each piece of equipment, equipment-specific grading rates are used to determine the maximum daily disturbed acreage for comparison to LSTs. Based on CalEEMod modeling, construction of Phase 1 and Phase 2 would use the same number of and types of equipment, therefore *Table 4.2-13: Equipment-Specific Grading Rates*, is used to determine the maximum daily disturbed acreage for comparison to LSTs. The appropriate SRA for the localized significance thresholds is the Southwest San Bernardino Valley Area (SRA 33) since this area includes the Project. LSTs apply to CO, NO₂, PM₁₀, and PM_{2.5}. Based on *Table 4.2-13*, Project construction is anticipated to disturb a maximum of 4.0 acres in a single day.

Table 4.2-13: Equipment-Specific Grading Rates

Construction Phase	Equipment Type	Equipment Quantity	Acres Graded per 8-Hour Day	Operating Hours per Day	Acres Graded per Day
Grading	Tractors	2	0.5	8	1.0
	Graders	1	0.5	8	0.5
	Dozers	1	0.5	8	0.5
	Scrapers	2	1.0	8	2.0
Total Acres Graded per Day					4.0
Sources: CalEEMod version 2016.3.2. Refer to Appendix B1 for model outputs.					

The SCAQMD produced look-up tables to provide thresholds for projects based on area disturbed and the distance from sensitive receptors.

According to the SCAQMD LST methodology, LSTs would apply to the operational phase of a project only if it includes stationary sources or attracts mobile sources that may spend long periods queuing and idling at the site (e.g., warehouse or transfer facilities). Since the Project includes the construction of a warehouse, among other industrial and business park uses, the operational phase LST protocol is conservatively applied to both the area source and on-site mobile source emissions. However, the CalEEMod model outputs do not separate on- and off-site emissions for mobile sources. Therefore, as a worst-case scenario assessment, this analysis conservatively includes all on-site Project-related stationary sources, on-site off-road equipment (forklifts), and three percent of the Project-related new mobile sources, since a portion of mobile sources could include trucks idling on-site. Projects that do not exceed the SRA’s operation LSTs would not result in significant impact.

The SCAQMD’s methodology states that “off-site mobile emissions from the Project should not be included in the emissions compared to LSTs.” Therefore, only emissions included in the CalEEMod “on-site” emissions outputs were considered. The nearest sensitive receptor to Phase 1 is a single-family residence located 150 feet (46 meters) east of the Project. Therefore, LSTs for receptors located at 46 meters were interpolated and utilized for this analysis. *Table 4.2-14: Phase 1 – Unmitigated Localized Significance of Construction Emissions*, presents the results of localized emissions during each construction phase. In addition, construction, paving, and architectural coating emissions were also combined since these phases of construction are anticipated to overlap. Because LST emissions do not include VOCs, construction **Mitigation Measure AQ-1** was not included when calculating construction LST. *Table 4.2-14* shows that emissions of these pollutants on the peak day of construction would not result in significant concentrations of pollutants at nearby sensitive receptors. Significant impacts would not occur concerning LSTs during construction.

Table 4.2-14: Phase 1 – Unmitigated Localized Significance of Construction Emissions

Construction Activity	Pollutants (Maximum pounds per day) ¹						
	NO _x	CO	PM ₁₀	PM _{2.5}			
Phase 1 Demolition	25.72	20.59	4.86	1.70			
SCAQMD Localized Screening Threshold (Adjusted for 4 acres at 46 meters)	264.0	2,493.0	35.0	10.0			
Exceeds LST?	No	No	No	No			
Phase 1 Site Preparation	33.08	19.70	8.66	5.36			
SCAQMD Localized Screening Threshold (Adjusted for 4 acres at 46 meters)	264.0	2,493.0	35.0	10.0			
Exceeds LST?	No	No	No	No			
Phase 1 Grading	38.84	29.04	5.02	2.91			
SCAQMD Localized Screening Threshold (Adjusted for 4 acres at 46 meters)	264.0	2,493.0	35.0	10.0			
Exceeds LST?	No	No	No	No			
Phase 1 Construction	14.38	25.87	16.24	32.63	0.70	1.28	0.66
Phase 1 Paving	10.19		14.58		0.51		0.47
Phase 1 Architectural Coating	1.30		1.81		0.07		0.07

Construction Activity	Pollutants (Maximum pounds per day) ¹			
	NO _x	CO	PM ₁₀	PM _{2.5}
SCAQMD Localized Screening Threshold (Adjusted for 4 acres at 46 meters)	264.0	2,493.0	35.0	10.0
Exceeds LST?	No	No	No	No

Source: CalEEMod Version 2016.3.2; SCAQMD 2008, 2011. In accordance with SCAQMD methodology, only on-site stationary sources and mobile equipment occurring on the proposed project site are included. Screening-level LSTs are based on receptors within 46 meters of the project site.
Notes: Emissions totals may not equal 100 percent due to rounding.
¹ Based on the information provided by the Applicant. Where specific information regarding project-related construction activities was not available, construction assumptions were based on CalEEMod defaults, which are based on construction surveys conducted by SCAQMD of construction equipment.
² Includes implementation of fugitive dust control measures required by SCAQMD under Rule 403 (SC AQ-1), including watering disturbed areas a minimum of two times per day, reducing speed limit to 15 miles per hour on unpaved surfaces, replacing ground cover quickly, and street sweeping.

Operational LST

Operational emissions are based on CalEEMod operational outputs and conservatively includes all on-site Project-related stationary sources, and on-site off-road equipment (forklifts and hostler/yard trucks). In addition, a portion of mobile sources are included to capture on-site vehicle emissions including idling trucks and TRUs. Based on Project site plans, it was assumed that each vehicle would drive a maximum of one mile on-site (0.5 miles when entering and 0.5 miles when leaving), for a total of 3,616 miles driven on site. In CalEEMod, each passenger car is assumed to drive 33.2 miles and each truck is assumed to drive 80 miles for a total of 152,858 daily miles. Because 3,616 on-site miles is 2.37 percent of the total 152,858 daily miles, on-site mobile emissions are assumed to be three percent of the total mobile emissions. TRU idling is assumed to be 15 minutes, five minutes waiting to check in, five minutes idling at the docking doors, and five minutes waiting to check out. Therefore, on-site TRU emissions are assumed to be a quarter of the total daily emissions. The Phase 1 operational localized emissions shown in *Table 4.2-15: Phase 1 – Localized Significance of Operational Emissions*, indicates that Phase 1 mitigated emissions would not exceed thresholds.

Table 4.2-15: Phase 1 Localized On-Site Operational Emissions

Source	Pollutants (lbs/day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
Unmitigated Emissions				
Phase 1 Area Sources	<0.01	0.52	<0.01	<0.01
Phase 1 Off-Road Equipment ^{1,2}	100.42	115.89	5.99	5.51
Phase 1 Mobile Sources ^{3,4}	7.89	7.53	3.78	1.07
Phase 1 Transport Refrigeration Units ^{5,6}	4.19	4.56	0.12	0.11
Maximum Daily On-Site Operation Emissions	112.50	128.5	9.89	6.69
SCAQMD Localized Screening Threshold (adjusted for 5 acres at 46 meters)	298	2,852	11.0	3.0
Exceeds Screening-Level LST?	No	No	No	Yes
Mitigated Emissions				
Phase 1 Area Sources	<0.01	0.52	<0.01	<0.01
Phase 1 Off-Road Equipment ^{1,2}	0.0	0.0	0.0	0.0
Phase 1 Mobile Sources ^{3,4}	8.19	7.47	3.75	1.09
Phase 1 Transport Refrigeration Units ^{5,6}	4.19	4.56	0.12	0.11
Maximum Daily On-Site Operation Emissions	12.38	12.55	3.87	1.20

Source	Pollutants (lbs/day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
SCAQMD Localized Screening Threshold (adjusted for 5 acres at 46 meters)	298	2,852	11.0	3.0
Exceeds Screening-Level LST?	No	No	No	No
Source: CalEEMod Version 2016.3.2.; SCAQMD 2008. Notes: In accordance with SCAQMD methodology, only on-site stationary sources and mobile equipment occurring on the proposed project site are included in the analysis. Operational LSTs are based on sensitive receptors within 61 meters of a 5.0-acre site in SRA 33.				

Criteria Pollutant Health Impacts

On December 24, 2018, the California Supreme Court issued an opinion identifying the need to provide sufficient information connecting a project’s air emissions to health impacts or explain why such information could not be ascertained (*Sierra Club v. County of Fresno* [Friant Ranch, L.P.] [2018] Cal.5th, Case No. S219783). The SCAQMD has set its CEQA significance thresholds based on the FCAA, which defines a major stationary source (in extreme ozone nonattainment areas such as the South Coast Air Basin) as emitting 10 tons per year. The thresholds correlate with the trigger levels for the federal New Source Review (NSR) Program and SCAQMD Rule 1303 for new or modified sources. The NSR Program was created by the FCAA to ensure that stationary sources of air pollution are constructed or modified in a manner that is consistent with attainment of health-based federal ambient air quality standards. The federal ambient air quality standards establish the levels of air quality necessary, with an adequate margin of safety, to protect the public health. The SCAQMD’s regional significance thresholds for development projects are based on the above-described standards for stationary sources to achieve attainment. Therefore, projects that do not exceed the SCAQMD’s LSTs and mass emissions thresholds would not violate any air quality standards or contribute substantially to an existing or projected air quality violation and no criteria pollutant health impacts.

NO_x and ROG are precursor emissions that form ozone in the atmosphere in the presence of sunlight where the pollutants undergo complex chemical reactions. It takes time and the influence of meteorological conditions for these reactions to occur, so ozone may be formed at a distance downwind from the sources. Breathing ground-level ozone can result in health effects that include the following: reduced lung function, inflammation of airways, throat irritation, pain, burning, or discomfort in the chest when taking a deep breath, chest tightness, wheezing, or shortness of breath. In addition to these effects, evidence from observational studies strongly indicates that higher daily ozone concentrations are associated with increased asthma attacks, increased hospital admissions, increased daily mortality, and other markers of morbidity. The consistency and coherence of the evidence for effects upon asthmatics suggests that ozone can make asthma symptoms worse and can increase sensitivity to asthma triggers.

According to the SCAQMD’s 2016 AQMP, ozone, NO_x, and ROG have been decreasing in SoCAB since 1975 and are projected to continue to decrease in the future. Although vehicle miles traveled in the SoCAB continue to increase, NO_x and ROG levels are decreasing because of the mandated controls on motor vehicles and the replacement of older polluting vehicles with lower-emitting vehicles. NO_x emissions from electric utilities have also decreased due to the use of cleaner fuels and renewable energy. The 2016 AQMP demonstrates how the SCAQMD’s control strategy to meet the 8-hour ozone standard in 2023 would lead to sufficient NO_x emission reductions to attain the 1-hour ozone standard by 2022. In addition,

since NO_x emissions also lead to the formation of PM_{2.5}, the NO_x reductions needed to meet the ozone standards will likewise lead to improvement of PM_{2.5} levels and attainment of PM_{2.5} standards.

The SCAQMD's air quality modeling demonstrates that NO_x reductions prove to be much more effective in reducing ozone levels and will also lead to significant improvement in PM_{2.5} concentrations. NO_x-emitting stationary sources regulated by the SCAQMD include Regional Clean Air Incentives Market (RECLAIM) facilities (e.g., refineries, power plants, etc.), natural gas combustion equipment (e.g., boilers, heaters, engines, burners, flares) and other combustion sources that burn wood or propane. The 2016 AQMP identifies robust NO_x reductions from new regulations on RECLAIM facilities, non-refinery flares, commercial cooking, and residential and commercial appliances. Such combustion sources are already heavily regulated with the lowest NO_x emissions levels achievable but there are opportunities to require and accelerate replacement with cleaner zero-emission alternatives, such as residential and commercial furnaces, pool heaters, and backup power equipment. The AQMD plans to achieve such replacements through a combination of regulations and incentives. Technology-forcing regulations can drive development and commercialization of clean technologies, with future year requirements for new or existing equipment. Incentives can then accelerate deployment and enhance public acceptability of new technologies.

The 2016 AQMP also emphasizes that beginning in 2012, continued implementation of previously adopted regulations will lead to NO_x emission reductions of 68 percent by 2023 and 80 percent by 2031. With the addition of 2016 AQMP proposed regulatory measures, a 30 percent reduction of NO_x from stationary sources is expected in the 15-year period between 2008 and 2023. This is in addition to significant NO_x reductions from stationary sources achieved in the decades prior to 2008.

The LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable state or federal ambient air quality standard. The LSTs were developed by the SCAQMD based on the ambient concentrations of that pollutant for each SRA and distance to the nearest sensitive receptor. Projects that do not exceed a SRA's LSTs will not result in criteria pollutant health impacts.

As previously discussed, localized effects of on-site Project emissions on nearby receptors for Phase 1 would be less than significant (refer to *Table 4.2-14* and *Table 4.2-15*). The LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable state or federal ambient air quality standard. The LSTs were developed by the SCAQMD based on the ambient concentrations of that pollutant for each SRA and distance to the nearest sensitive receptor. The ambient air quality standards establish the levels of air quality necessary, with an adequate margin of safety, to protect public health, including protecting the health of sensitive populations. However, as discussed above, neither the SCAQMD nor any other air district currently have methodologies that would provide Lead Agencies and CEQA practitioners with a consistent, reliable, and meaningful analysis to correlate specific health impacts that may result from a proposed project's mass emissions. Information on health impacts related to exposure to ozone and particulate matter emissions published by the U.S. EPA and CARB have been summarized above and discussed in the Regulatory Framework section. Health studies are used by these agencies to set the Federal and State AAQS. None of the health-related information can be directly correlated to the pounds/day or tons/year of emissions

estimated from a single, proposed project. Therefore, without thresholds and standards there is no way to ascertain if there is a significant environmental impact.

Carbon Monoxide Hotspots

An analysis of CO “hot spots” is needed to determine whether the change in the level of service of an intersection resulting from the Project would have the potential to result in exceedances of the CAAQS or NAAQS. It has long been recognized that CO exceedances are caused by vehicular emissions, primarily when vehicles are idling at intersections. Vehicle emissions standards have become increasingly stringent in the last 20 years. Currently, the CO standard in California is a maximum of 3.4 grams per mile for passenger cars (requirements for certain vehicles are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities, CO concentrations have steadily declined. Accordingly, with the steadily decreasing CO emissions from vehicles, even very busy intersections do not result in exceedances of the CO standard.

The South Coast Air Basin (SCAB) was re-designated as attainment in 2007 and is no longer addressed in the SCAQMD’s AQMP. The 2003 AQMP is the most recent version that addresses CO concentrations. As part of the SCAQMD CO Hotspot Analysis, the Wilshire Boulevard/Veteran Avenue intersection, one of the most congested intersections in Southern California with an average daily traffic (ADT) volume of approximately 100,000 vehicles per day, was modeled for CO concentrations. This modeling effort identified a CO concentration high of 4.6 ppm, which is well below the 35-ppm Federal standard. Therefore, any project generating less than 100,000 vehicles per day could not exceed the CO standard. As such, it can be reasonably inferred that CO hotspots would not be experienced at any vicinity intersections resulting from 7,288 additional vehicle trips attributable to Phase 1. Therefore, impacts would be less than significant.

Construction-Related Diesel Particulate Matter

Project construction would result in the generation of DPM emissions from the use of required off-road diesel equipment. The amount to which the receptors are exposed (a function of concentration and duration of exposure) is the primary factor used to determine health risk (i.e., potential exposure to TAC emission levels that exceed applicable standards). Health-related risks associated with diesel-exhaust emissions are primarily linked to long-term exposure and the associated risk of contracting cancer.

The use of diesel-powered construction equipment would be temporary and episodic. The duration of exposure would be short and exhaust from construction equipment dissipates rapidly. Current models and methodologies for conducting health risk assessments are associated with longer-term exposure periods of 9, 30, and 70 years, which do not correlate well with the temporary and highly variable nature of construction activities. The California Office of Environmental Health Hazard Assessment (OEHHA) has not identified short-term health effects from DPM. Construction is temporary and would be transient throughout the site (i.e., move from location to location) and would not generate emissions in a fixed location for extended periods of time which would limit the exposure of any proximate individual sensitive receptor to TACs.

Additionally, construction is subject to and would comply with California regulations (e.g., California Code of Regulations, Title 13, §§2485 and 2449), which reduce DPM and criteria pollutant emissions from in-use off-road diesel-fueled vehicles and limit the idling of heavy-duty construction equipment to no more than five minutes. These regulations would further reduce nearby sensitive receptors' exposure to temporary and variable DPM emissions. Given the temporary and intermittent nature of construction activities likely to occur within specific locations in the Project site (i.e., construction is not likely to occur in any one location for an extended time), the dose of DPM of any one receptor is exposed to would be limited.

A Health Risk Assessment (HRA) was conducted based on the SCAQMD's Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis and the SCAQMD Risk Assessment Procedures and the guidance from OEHHA. Construction-related activities would result in Project-generated emissions of DPM from the exhaust of off-road, heavy-duty diesel equipment for site preparation (e.g., clearing, grading); paving; application of architectural coatings; on-road truck travel; and other miscellaneous activities. For construction activity, DPM is the primary toxic air contaminant of concern. On-road diesel-powered haul trucks traveling to and from the construction area to deliver materials and equipment are less of a concern because they would not stay on the site for long durations. Diesel exhaust from construction equipment operating at the site poses a health risk to nearby sensitive receptors.

PM₁₀ construction emissions rates in grams per second were calculated from the total annual on-site exhaust emissions reported in CalEEMod during construction. Maximum (worst case) PM₁₀ exhaust construction emissions over the entire construction period were used in AERMOD, a U.S. EPA-approved dispersion model, to approximate construction DPM emissions. Risk levels were calculated based on the California Office of Environmental Health Hazard Assessment (OEHHA) guidance document, *Air Toxics Hot Spots Program Risk Assessment Guidelines* (February 2015). SCAQMD's threshold for cancer risk is ten in-one-million and the acute or chronic noncancer hazard index is one. Projects that do not exceed these thresholds would not result in a significant impact.

The construction phase HRA was conducted for the Project (see *Appendix B2* for HRA modeling results). Results of the assessment indicate that the cancer risk would be 8.80 in one million, which would not exceed the SCAQMD threshold of 10 in-one-million. Non-cancer hazards for DPM would be below SCAQMD threshold of 1.0, with a chronic hazard index computed at 0.006 and an acute hazard index of 0.03. Therefore, construction risk levels would be less than SCAQMD thresholds. Impacts would be less than significant.

Operational Diesel Particulate Matter

An operational phase HRA was also conducted for this Project. Analysis included both on-site and off-site impacts from the diesel trucks accessing the warehouse development on nearby residential and worker receptors.

Vehicle DPM emissions were estimated using PM₁₀ emission factors generated with CARB's On-Road Motor Vehicle Emission Inventory Model (EMFAC) 2017. EMFAC is a mathematical model that was

developed to calculate emission rates from motor vehicles that operate on highways, freeways, and local roads in California and is commonly used by CARB to project changes in future emissions from on-road mobile sources. EMFAC, incorporates regional motor vehicle data, information and estimates regarding the distribution of vehicle miles traveled (VMT) by speed, and number of starts per day.

For this Project, annual average PM₁₀ emission factors were generated by running EMFAC for vehicles in the SCAQMD within the South Coast portion of San Bernardino County. EMFAC generates emission factors in terms of grams of pollutant emitted per vehicle activity and can calculate a matrix of emission factors at specific values of vehicle speed, temperature, and relative humidity. Truck emissions were based on the first possible year of operations for a fleet mix of various aged vehicles, as opposed to average emissions over a 30-year window. Trucks were assumed to travel at a speed of 45 to 55 miles per hour (mph) (depending on roadway) for off-site truck travel and 15 mph for on-site truck travel.

Air dispersion modeling was performed using the United States Environmental Protection Agency (U.S. EPA) AERMOD dispersion model. AERMOD is a steady-state, multiple-source, Gaussian dispersion model designed for use with emission sources situated in terrain where ground elevations can exceed the stack heights of the emission sources. AERMOD requires hourly meteorological data consisting of wind vector, wind speed, temperature, stability class, and mixing height. Uniform Cartesian receptors were used to evaluate the locations of the maximally exposed sensitive receptors. Surface and upper air meteorological data from the Chino Airport Monitoring Station provided by the SCAQMD was selected as being the most representative meteorology. In addition, National Elevation Dataset (NED) terrain data was imported into AERMOD for the Project. The modeling and analysis were prepared in accordance with the SCAQMD Modeling Guidance for AERMOD.²

Idling emissions were represented in the model via line volume sources along each loading dock and 15 minutes of idling³ for each truck was assumed. Truck travel emissions were represented in the model via line volume sources along local roads and inside the facility where the trucks are expected to travel. Trucking routes were determined per the traffic impact analysis conducted for the proposed Project.

Note that the concentration estimate developed using this methodology is conservative and is not a specific prediction of the actual concentrations that would occur at the Project site any one point in time. Actual 1-hour and annual average concentrations are dependent on many variables, particularly the number and type of vehicles and equipment operating at specific distances during time periods of adverse meteorology.

A health risk computation was performed to determine the risk of developing an excess cancer risk calculated on a 30-year exposure scenario using CARB's Risk Assessment Stand Alone Tool (RAST). Health risks were analyzed at the point of maximum impact and are a conservative estimate. The pollutant concentrations are then used to estimate the long-term cancer health risk to an individual as well as the

² South Coast Air Quality Management District, *SCAQMD Modeling Guidance for AERMOD*, <http://www.aqmd.gov/home/air-quality/meteorological-data/modeling-guidance>, accessed March 2021.

³ An idling time of 15 minutes per truck has been used per SCAQMD recommendations. Although the Project is required to comply with CARB's idling limit of 5 minutes, the SCAQMD recommends the on-site idling emissions should be estimated for 15 minutes of truck idling, which would take into account on-site idling that occurs while the trucks are waiting to pull up to the truck bays, idling at the bays, idling at check-in and check-out, etc.

non-cancer chronic health index. SCAQMD's threshold for cancer risk is 10 in-one-million and the acute or chronic noncancer hazard index is one. Projects that do not exceed these thresholds would not result in a significant impact.

The cancer and chronic health risks are based on the annual average concentration of PM₁₀ (used as a proxy for DPM). As DPM does not have short-term toxicity values, acute risks were conservatively evaluated using hourly PM₁₀ concentrations and the REL for acrolein. The chronic and carcinogenic health risk calculations are based on the standardized equations contained in the U.S. EPA *Human Health Evaluation Manual* (1991) and the OEHHA Guidance Manual (2015).

Based on the AERMOD outputs, the highest annual average diesel PM₁₀ emission concentrations from diesel truck traffic near sensitive receptors would be 0.00161 µg/m³. The calculations conservatively assume no cleaner technology with lower emissions in future years. The highest calculated carcinogenic risk resulting from the Project is 1.39 per million. As such, the carcinogenic risk would not exceed 10 in one million and impacts related to cancer risk would be less than significant.

Acute and chronic impacts were also evaluated in the HRA. An acute or chronic hazard index of 1.0 is considered individually significant. The hazard index is calculated by dividing the acute or chronic exposure by the reference exposure level. The highest maximum chronic and acute hazard index associated with both DPM and acrolein emissions from the Project would be 0.0003 and 0.0028, respectively. As a result, non-carcinogenic hazards are calculated to be within acceptable limits. Therefore, impacts would be less than significant.

Future Development Areas – Phase 2

Construction LST

The SCAQMD's methodology states that "off-site mobile emissions from the Project should not be included in the emissions compared to LSTs." Therefore, only emissions included in the CalEEMod "on-site" emissions outputs were considered. The nearest sensitive receptors to Phase 2 is a single-family residence located 85 feet (26 meters) north of the Project. Therefore, LSTs for receptors located at 26 meters were interpolated and utilized for this analysis. *Table 4.2-16 Phase 2 – Unmitigated Localized Significance of Construction Emissions*, presents the results of localized emissions during each construction phase. In addition, construction, paving, and architectural coating emissions were also combined since these phases of construction are anticipated to overlap. Because LST emissions do not include VOCs, **MM AQ-1** was not included when calculating construction LST. *Table 4.2-16* shows that emissions of these pollutants on the peak day of construction would not result in significant concentrations of pollutants at nearby sensitive receptors. Significant impacts would not occur concerning LSTs during construction.

Table 4.2-16: Phase 2 - Unmitigated Localized Significance of Construction Emissions

Construction Activity	Pollutants (Maximum pounds per day) ¹						
	CO	SO ₂	PM ₁₀	PM _{2.5}			
Phase 2 Site Preparation	18.24	0.04	8.31	5.04			
SCAQMD Localized Screening Threshold (Adjusted for 4 acres at 26 meters)	175.0	1,236.0	8.0	5.0			
Exceeds LST?	No	No	No	No			
Phase 2 Grading	28.05	0.06	4.81	2.71			
SCAQMD Localized Screening Threshold (Adjusted for 4 acres at 26 meters)	175.0	1,236.0	8.0	5.0			
Exceeds LST?	No	No	No	No			
Phase 2 Construction	16.17	32.61	0.03	0.05	0.61	1.14	0.58
Phase 2 Paving	14.63		0.02		0.47		0.43
Phase 2 Architectural Coating	1.81		<0.01		0.06		0.06
SCAQMD Localized Screening Threshold (Adjusted for 4 acres at 26 meters)	175.0	1,236.0	8.0	5.0			
Exceeds LST?	No	No	No	No			
Source: CalEEMod Version 2016.3.2; SCAQMD 2008, 2011. In accordance with SCAQMD methodology, only on-site stationary sources and mobile equipment occurring on the proposed project site are included. Screening-level LSTs are based on receptors within 26 meters of the project site. Notes: Emissions totals may not equal 100 percent due to rounding.							
¹ Based on the information provided by the Applicant. Where specific information regarding project-related construction activities was not available, construction assumptions were based on CalEEMod defaults, which are based on construction surveys conducted by SCAQMD of construction equipment.							
² Includes implementation of fugitive dust control measures required by SCAQMD under Rule 403 (SC AQ-1), including watering disturbed areas a minimum of two times per day, reducing speed limit to 15 miles per hour on unpaved surfaces, replacing ground cover quickly, and street sweeping.							

Operational LST

Operational emissions are based on CalEEMod operational outputs and conservatively includes all on-site Project-related stationary sources, on-site off-road equipment (forklifts and hostler/yard trucks). In addition, a portion of mobile sources are included to capture on-site vehicle emissions including idling trucks and TRUs. Because Phase 2 has no conceptual plans yet, it was assumed that vehicle circulation in Phase 2 would be similar that in Phase 1, therefore each vehicle would drive a maximum of one mile on-site (0.5 miles when entering and 0.5 miles when leaving), for a total of 2,507 miles driven on-site. In CalEEMod, each passenger car is assumed to drive 33.2 miles and each truck is assumed to drive 80 miles for a total of 110,795 daily miles. Because 5,507 on-site miles is 2.35 percent of the total 110,795 daily miles, on-site mobile emissions are assumed to be three percent of the total mobile emissions. TRU idling is assumed to be 15 minutes, five minutes waiting to check in, five minutes idling at the docking doors, and five minutes waiting to check out. Therefore, on-site TRU emissions are assumed to be a quarter of the total daily emissions. The Phase 2 operational localized emissions shown in *Table 4.2-17: Phase 2 – Localized Significance of Operational Emissions*, indicates that Phase 2 mitigated emissions would not exceed thresholds.

Table 4.2-17: Phase 2 Localized On-Site Operational Emissions

Source	Pollutants (lbs/day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
Unmitigated Emissions				
Phase 2 Area Sources	<0.01	0.36	<0.01	<0.01
Phase 2 Off-Road Equipment ^{1,2}	100.75	121.89	5.49	5.05
Phase 2 Mobile Sources ^{3,4}	5.86	5.25	2.74	0.78
Phase 2 Transport Refrigeration Units ^{5,6}	4.19	4.56	0.12	0.11
Maximum Daily On-site Operation Emissions	110.8	132.06	8.35	5.94
SCAQMD Localized Screening Threshold (adjusted for 5 acres at 26 meters)	175	1,239	3	2
Exceeds Screening-Level LST?	No	No	Yes	Yes
Mitigated Emissions				
Phase 2 Area Sources	<0.01	0.36	<0.01	<0.01
Phase 2 Off-Road Equipment ^{1,2}	0.0	0.0	0.0	0.0
Phase 2 Mobile Sources ^{3,4}	4.01	4.94	2.39	0.67
Phase 2 Transport Refrigeration Units ^{5,6}	4.19	4.56	0.12	0.11
Maximum Daily On-site Operation Emissions	8.20	9.86	2.51	0.78
SCAQMD Localized Screening Threshold (adjusted for 5 acres at 26 meters)	175	1,236	3	2
Exceeds Screening-Level LST?	No	No	No	No
Source: CalEEMod Version 2016.3.2.; SCAQMD 2008.				
Notes: In accordance with SCAQMD methodology, only on-site stationary sources and mobile equipment occurring on the proposed project site are included in the analysis. Operational LSTs are based on sensitive receptors within 26 meters) of a 5.0-acre site in SRA 33.				

Criteria Pollutant Health Impacts

As previously discussed, localized effects of on-site Project emissions on nearby receptors for Phase 2 would be less than significant (refer to *Table 4.2-16* and *Table 4.2-17*). The LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable state or federal ambient air quality standard. The LSTs were developed by the SCAQMD based on the ambient concentrations of that pollutant for each SRA and distance to the nearest sensitive receptor. The ambient air quality standards establish the levels of air quality necessary, with an adequate margin of safety, to protect public health, including protecting the health of sensitive populations. However, as discussed above, neither the SCAQMD nor any other air district currently have methodologies that would provide Lead Agencies and CEQA practitioners with a consistent, reliable, and meaningful analysis to correlate specific health impacts that may result from a proposed project’s mass emissions. Information on health impacts related to exposure to ozone and particulate matter emissions published by the U.S. EPA and CARB have been summarized above and discussed in the Regulatory Framework section. Health studies are used by these agencies to set the Federal and State AAQS. None of the health-related information can be directly correlated to the pounds/day or tons/year of emissions estimated from a single, proposed project. Therefore, without thresholds and standards there is no way to ascertain if there is a significant environmental impact.

Carbon Monoxide Hotspots

As noted above, CO hotspots were not experienced at the Wilshire Boulevard/Veteran Avenue intersection with approximately 100,000 vehicles per day. Therefore, any project generating less than

100,000 vehicles per day would not exceed the CO standard. As such, it can be reasonably inferred that CO hotspots would not be experienced at any vicinity intersections resulting from 5,214 additional vehicle trips attributable to Phase 2. Trip generation is calculated based on Project assumptions (see *Appendix I*). Therefore, impacts would be less than significant.

Construction-Related Diesel Particulate Matter

As noted above, a construction phase HRA was conducted for Phase 2 (see *Appendix B2* for HRA modeling results). Results of the assessment indicate that the cancer risk would be 8.80 in one million, which would not exceed the SCAQMD threshold of 10 in-one-million. Non-cancer hazards for DPM would be below SCAQMD threshold of 1.0, with a chronic hazard index computed at 0.006 and an acute hazard index of 0.03. Therefore, construction risk levels would be less than SCAQMD thresholds. Impacts would be less than significant.

Operational Diesel Particulate Matter

As discussed above, the HRA for both Phase 1 and Phase 2 determined the highest annual average diesel PM₁₀ emission concentrations from diesel truck traffic near sensitive receptors would be 0.00161 µg/m³. The calculations conservatively assume no cleaner technology with lower emissions in future years. The highest calculated carcinogenic risk resulting from the Project is 1.39 per million. The highest maximum chronic and acute hazard index associated with both DPM and acrolein emissions from the Project would be 0.0003 and 0.0028, respectively. As a result, the carcinogenic risk would not exceed 10 in one million and non-carcinogenic hazards would not exceed 1. Therefore, impacts would be less than significant.

Project Buildout (Phase 1 and Phase 2)

Construction LST and Operational LST

Construction and Operational LST focus on localized emission impacts on the nearest sensitive receptor, therefore it is not appropriate to measure impacts of Phase 1 emissions on the sensitive receptor nearest to Phase 2 and vice versa. As discussed previously, Phase 1 and Phase 2 construction and operational emissions do not exceed the LST standards based on the distance to the nearest sensitive receptor.

Criteria Pollutant Health Impacts

As previously discussed, localized effects of on-site Project emissions on nearby receptors for Phase 1 and Phase 2 would be less than significant (refer to *Table 4.2-14* through *Table 4.2-17*). The LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable state or federal ambient air quality standard. However, as discussed above, neither the SCAQMD nor any other air district currently have methodologies that would provide Lead Agencies and CEQA practitioners with a consistent, reliable, and meaningful analysis to correlate specific health impacts that may result from a proposed project's mass emissions. None of the health-related information can be directly correlated to the pounds/day or tons/year of emissions estimated from a single, proposed project. Therefore, without thresholds and standards there is no way to ascertain if there is a significant environmental impact.

Carbon Monoxide Hotspots

As noted above, CO hotspots were not experienced at the Wilshire Boulevard/Veteran Avenue intersection with approximately 100,000 vehicles per day. Therefore, any project generating less than 100,000 vehicles per day would not exceed the CO standard. As such, it can be reasonably inferred that CO hotspots would not be experienced at any vicinity intersections resulting from 12,502 additional vehicle trips attributable to Phase 1 and Phase 2. Therefore, impacts would be less than significant.

Construction-Related Diesel Particulate Matter

Construction of Phase 1 and Phase 2 would occur sequentially, and emissions would cease once construction is completed. As noted above, a construction phase HRA (see *Appendix B2* for HRA modeling results) determined that the cancer risk would be 8.80 in one million, which would not exceed the SCAQMD threshold of 10 in one million. Non-cancer hazards for DPM would be below SCAQMD threshold of 1.0, with a chronic hazard index computed at 0.006 and an acute hazard index of 0.03. Therefore, construction risk levels would be less than SCAQMD thresholds. Impacts would be less than significant.

Operational Diesel Particulate Matter

Health risks from the combined operations of both Phase 1 and Phase 2 were evaluated above under the Health Risks section. The carcinogenic risk would not exceed 10 in one million and non-carcinogenic hazards would not exceed 1. Therefore, impacts would be less than significant.

SB330 Replacement Site

As discussed above under Impacts 4.2-1 and 4.2-2, the net effect of relocating the 1,352 DU of zoning potential to the SB330 Replacement Sites is expected to have an overall net air quality benefit, regionally, due to reduced traffic and energy emissions from higher density development in a mixed-use area with transit. There may be localized effects from the additional density, although this would be generally similar to the nature and extent of air quality impacts addressed in the City's TOP EIR. With respect to health risk, there is a further favorable benefit of moving the residential zoning from the Project site to the SB330 Replacement Site, in that developing 1,352 DU on the Project site would be adjacent to the Chino Airport and recently approved adjacent industrial uses (Ontario Ranch Business Park to the west and the Merrill Commerce Center to the east). Also note that the SB330 Replacement Site is being considered by the City for even higher density as part of the City's TOP Update, which would have separate City review and CEQA analysis. Finally, any future residential development within the SB330 Replacement Site would be subject to applicable local, regional, state and federal air quality regulations as summarized under the Regulatory Framework discussion above. Therefore, this impact would be less than significant.

Conclusion

Project construction and operations would not expose sensitive receptors to substantial pollutant concentrations. Construction and operations would not exceed SCAQMD LST thresholds, would not create a CO hotspot, and would not generate concentrations of DPM that would result in carcinogenic, chronic, or acute health risk effects. Therefore, Project impacts would be less than significant in this regard.

In addition, the recent adoption of South Coast AQMD's proposed Rule 2305 (refer to South Coast Air Quality Management District under Section 4.2.2 Regulatory Setting) means that the Project operator could potentially be required to pay mitigation fee if the Project does not generate enough WAIRE Points. The Project operator may be required to implement additional emission reduction strategies. Conservatively, this EIR is not taking credit for these potential reductions. Compliance with proposed Rule 2305 would reduce emissions below what is currently analyzed. The impact is less than significant with mitigation.

Mitigation Measures-

Refer to **MM AQ-1** through **MM AQ-5**.

Impact 4.2-4: *Would the Project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?*

Level of Significance: Less than Significant

Specific Plan – Phase 1/Future Development – Phase 2

Construction

During construction activities, construction equipment exhaust and application of asphalt and architectural coatings would temporarily generate odors. Any construction-related odor emissions would be temporary and intermittent. Standard construction requirements and compliance with established regulations (Code of Federal Regulations [CFR], Part 1926 – *Safety and Health Regulations for Construction*, Subpart H - *Materials Handling, Storage Use and Disposal, et al.*) addressing construction materials storage, use, and disposal would minimize odor impacts from construction activity. Furthermore, short-term construction-related odors are expected to cease upon the drying or hardening of odor-producing materials. Therefore, impacts associated with construction-generated odors are considered less than significant.

Operations

The type of facilities that are considered to have objectionable odors include wastewater treatment plants, compost facilities, landfills, solid waste transfer stations, fiberglass manufacturing facilities, paint/coating operations (e.g., auto body shops), dairy farms, petroleum refineries, asphalt batch plants, chemical manufacturing, and food manufacturing facilities. The warehouses proposed under the Project would not result in these types of uses. In addition, the proposed Project would be required to comply with SCAQMD Rule 402 which prevents discharging nuisance odors. Therefore, the Project would not create objectionable odors.

SB330 Replacement Site

The net effect of relocating the 1,352 DU of zoning potential to the SB330 Replacement Sites is expected to have an overall net air quality benefit, regionally, due to reduced traffic and energy emissions from higher density development in a mixed-use area with transit. There may be localized effects from the additional density, although this would be generally similar to the nature and extent of air quality impacts addressed in the City's TOP EIR. The slightly higher density in the SB330 Replacement Site area would be

expected to have similar other emissions (odors) as the current lower density zoning. Also note that the SB330 Replacement Site is being considered by the City for even higher density as part of the City's TOP Update, which would have separate City review and CEQA analysis. Finally, any future residential development within the SB330 Replacement Site would be subject to applicable local, regional, state and federal air quality regulations as summarized under the Regulatory Framework discussion above. Therefore, this impact would be less than significant.

Conclusion

The Project will comply with all applicable SCAQMD rules including Rule 402 which prevents discharging nuisance odors. In addition, the Project does not include any land uses that have been identified by the SCAQMD as odor sources. Therefore, the Project would not create objectionable odors and this impact would be less than significant.

Mitigation Measures-

No mitigation is necessary.

4.2.6 Cumulative Impacts

Regional

In accordance with SCAQMD's methodology, any project that produces a significant project-level regional air quality impact in an area that is in nonattainment contributes to the cumulative impact. Cumulative projects in the local area include new development and general growth in the Project area. The greatest source of emissions in the SoCAB is mobile sources. Due to the extent of the area potentially impacted from cumulative Project emissions (i.e., the SoCAB), SCAQMD considers a project cumulatively significant when project-related emissions exceed the SCAQMD regional emissions thresholds.

Construction

The SoCAB is designated nonattainment for O₃ and PM_{2.5} under both the California and federal standards and nonattainment for PM₁₀ and lead (Los Angeles County only) under the federal standards. Ozone is created by chemical reactions between NO_x and volatile organic compounds; thus, NO_x and VOCs are precursor to O₃. Construction of cumulative projects will further degrade the regional and local air quality. The Project would not make a cumulative considerable contribution to PM_{2.5} or PM₁₀, but air quality from VOCs would potentially be impacted during construction activities. However, as discussed under Impact 4.2-2, implementation of **MM AQ-1** would reduce project-related construction emissions to below the SCAQMD regional significance thresholds on a project and cumulative basis. Therefore, the proposed project's contribution to cumulative air quality impacts would not be cumulatively considerable with incorporation of mitigation.

Operation

For operational air quality emissions, any project that does not exceed or can be mitigated to less than the daily regional threshold values is not considered by SCAQMD to be a substantial source of air pollution and does not add significantly to a cumulative impact. Operation of Phase 1 of the project, after

incorporation of mitigation would still result in emissions in excess of the SCAQMD regional emissions thresholds for VOC and NO_x. Operation of the Project at Buildout would result in emissions that exceed SCAQMD's thresholds for VOC, NO_x, PM₁₀ and PM_{2.5}. Therefore, the air pollutant emissions associated with the proposed Project would be cumulatively considerable and therefore significant.

Localized

Under SCAQMD guidance, projects that exceed the project-specific significance threshold of 10 in-a-million are considered to be cumulatively considerable (SCAQMD 2003). Per the MATES IV study, the proposed Project is in an area that has an estimated cancer risk of about 898.83 in a million.⁴ Project-related construction activities would result a cancer risk of 8.80 in a million to the MER. Development and operation of the proposed Project would result in adding an additional cancer risk of 1.39 in a million to the MER, which would be below 10 in a million. As a result, the Project would not cumulatively contribute to the overall elevated levels of DPM in the SoCAB. Therefore, the project's contribution to health risk impacts in the SoCAB is less than significant with mitigation incorporated.

4.2.7 Significant Unavoidable Impacts

Even with implementation of regulatory requirements, standard conditions of approval and implementation of reasonable and feasible mitigation measures, the Project would result in unavoidable significant impacts with respect to air quality plan consistency (Impact 4.2-1) and operational emissions (Impact 4.2-2).

4.2.8 References

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4.3 BIOLOGICAL RESOURCES

This section of the Draft Environmental Impact Report (Draft EIR) examines the existing biological resources and potential impacts that may result from the construction and operation of the proposed South Ontario Logistics Center Specific Plan Project (Project). The analysis in this section is based in part on the following technical report(s):

- *General Biological Assessment*, October 2018 (updated 2020), prepared by Hernandez Environmental Services (HES); (*Appendix C1*)
- *Arborist Report*, April 15, 2020, prepared by Earthwise Arborists. (*Appendix C2*); and
- *Focused Burrowing Owl Surveys*, October 2019, prepared by Ecological Sciences, Inc. (*Appendix C3*)

A complete copy of these reports is provided in Draft EIR *Appendix C, Biological Resource Reports*.

4.3.1 Environmental Setting

Project Site

The Project site is located on approximately 219.39-acres of land in the southwest portion of the City. The site is bound by Eucalyptus Avenue to the north, Campus Avenue to the west, Merrill Avenue to the south, and Grove Avenue to the east. The Project area generally represents low biological resource value due to highly disturbed site conditions and historic dairy/agricultural use, resulting in low biological diversity. The entire site has been disturbed by agricultural use, and no native habitat was present.

Plant and Habitat Communities¹

The Project site is dominated by four habitat types, including agriculture fields, disturbed agriculture infrastructure, stock/retention ponds and channels, and eucalyptus woodland. The entire site has been disturbed by agricultural use, and no native habitat is present.

Agriculture Fields

There is limited vegetation on the majority of the site; the vegetation that exists is generally non-native grasses and weeds. The Project site contains approximately 94 acres of agriculture fields. These fields are currently fallow. The agriculture fields are disturbed and dominated by non-native species of grasses and plants. Species observed include *Avena sp.*, *Bromus sp.*, Russian thistle (*Salsola tragus*) and alfalfa (*Medicago sativa*).

Disturbed Agriculture Infrastructure

The Project site contains approximately 107.45 acres of disturbed agriculture infrastructure. These areas contain no native habitat and are currently used for containing livestock. These areas are mostly developed with agricultural use structures or residential buildings. Vegetation within these areas consists of non-native ornamental plant species.

¹ *General Biological Assessment – Page 5*. Accessed December 29, 2020. Available as Appendix C1.

Stock/Retention Ponds and Channels

The Project site contains approximately 19.0 acres of stock/retention ponds and channels. These ponds and channels are man-made and fed by wells. The ponds are dry and dominated by upland species such as bromus and Russian thistle, but the stock pond drainage channels did contain grasses such as Bermuda (*Cynodon dactylon*) and curly dock (*Rumex crispus*).

Eucalyptus Woodland

The Project site contains approximately 3.64 acres of eucalyptus woodland (*Eucalyptus globulus*). These areas are found in rows throughout the site.

Sensitive Biological Resources²

A biological resources assessment was prepared by HES (*Appendix C1* of the Draft EIR). A total of 47 sensitive species of plants and 59 sensitive species of animals have the potential to occur on or within the vicinity of the Project area. These include those species listed or candidates for listing by the United States Fish and Wildlife Service (USFWS), CDFW and California Native Plant Society (CNPS). All habitats with the potential to be used by sensitive species were evaluated during the site visit and a determination has been made for the presence or probability of presence within this report. This section will address those species listed as Candidate, Rare, Threatened, or Endangered under the state and federal endangered species laws. Other special status species will be reported in *Appendix C3* and individually discussed in the Recommendations Section of the General Biological Assessment report. There is a low probability of occurrence due to the property's site-specific factors (e.g., disturbance level, land use, etc.).

Threatened and Endangered Plant Species

A total of 17 plant species have the potential to exist on site. These species are listed as state or federally Threatened, Endangered, or Candidate species. They may also be listed as 1B.1 listed plants on the CNPS Rare Plant Inventory. Refer to *Table 4.3-1, Plant Species with the Potential of Occurring on the Project Site* below for a list of threatened and endangered species on the Project site. The entire Project site was surveyed. Linear transects approximately 50 feet apart were walked for 100 percent coverage. In areas that were inaccessible, the biologist visually inspected habitats with binoculars. All species observed were recorded and Global Positioning System (GPS) waypoints were taken to delineate specific habitat types, species locations, state or federal waters, or any other information that would be useful for the assessment of the Project site. Focused and incidental observations of plant and animal species were noted during all of HES surveys. See *Table 4.3-1, Plant Species with the Potential of Occurring on the Project Site*.³

² *General Biological Assessment – Page 6*. Accessed December 29, 2020. Available at *Appendix C1*.

³ *General Biological Assessment – Page 36*. Accessed December 29, 2020. Available at *Appendix C1*.

Table 4.3-1: Plant Species with the Potential of Occurring on the Project Site

Scientific Name	Common Name	State List	Habitat	Presence
<i>Abronia villosa</i> var. <i>aurita</i>	chaparral sand-verbena	None	Chaparral Coastal scrub, Desert dunes	No habitat for this species. Not present.
<i>Astragalus brauntonii</i>	Braunton's milk-vetch	None	Chaparral, Coastal scrub, Limestone, Valley & foothill grassland	No habitat for this species. Not present.
<i>Atriplex coulteri</i>	Coulter's saltbush	None	Coastal bluff Scrub, Coastal Dunes, Coastal Scrub, Valley & foothill grassland	No habitat for this species. Not present.
<i>Baccharis malibuensis</i>	Malibu baccharis	None	Chaparral, Cismontane woodland, Coastal scrub, Riparian woodland	No habitat for this species. Not present.
<i>Berberis nevadensis</i>	Nevadensis barberry	Endangered	Chaparral, Cismontane Woodland, Coastal scrub, Riparian scrub	No habitat for this species. Not present.
California Walnut Woodland	California Walnut Woodland	None	Cismontane woodland	Not present.
<i>Calochortus plummerae</i>	Plummer's mariposa-lily	None	Chaparral, Cismontane woodland, Coastal scrub, Lower montane coniferous forest, Valley & foothill grassland	No habitat for this species. Not present.
<i>Calochortus weedii</i> var. <i>intermedius</i>	intermediate mariposa-lily	None	Chaparral, Coastal scrub, Valley & foothill grassland	No habitat for this species. Not present.
<i>Calystegia felix</i>	lucky morningglory	None	Meadow & seep, Riparian scrub	No habitat for this species. Not present.
<i>Centromadia parryi</i> ssp. <i>australis</i>	southern tarplant	None	Marsh & swamp, Salt marsh, Valley & foothill grassland, Vernal pool, Wetland	No habitat for this species. Not present.
<i>Centromadia pungens</i> ssp. <i>laevis</i>	smooth tarplant	None	Alkali playa, Chenopod scrub, Meadow & seep, Riparian woodland, Valley & foothill grassland, Wetland	No habitat for this species. Not present.
<i>Chorizanthe parryi</i> var. <i>fernandina</i>	San Fernando Valley spineflower	Endangered	Coastal scrub, Valley & foothill grassland	No habitat for this species. Not present.
<i>Chorizanthe parryi</i> var. <i>parryi</i>	Parry's spineflower	None	Chaparral, Cismontane woodland, Coastal scrub, Valley & foothill grassland	No habitat for this species. Not present.
<i>Chorizanthe polygonoides</i> var. <i>longispina</i>	long-spined spineflower	None	Chaparral, Coastal scrub, Meadow & seep, Ultramafic, Valley & foothill grassland, Vernal pool	No habitat for this species. Not present.

Scientific Name	Common Name	State List	Habitat	Presence
<i>Cladium californicum</i>	California saw-grass	None	Alkali marsh, Freshwater marsh, Meadow & seep, Wetland	No meadows or seeps present. Just man-made stock ponds. Not present.
<i>Dodecahema leptoceras</i>	slenderhorned spineflower	Endangered	Chaparral, Cismontane woodland, Coastal scrub	No habitat for this species. Not present.
<i>Dudleya multicaulis</i>	Many-stemmed dudleya	None	Chaparral, Coastal scrub, Valley & foothill grassland	No habitat for this species. Not present.
<i>Eriastrum densifolium</i> ssp. <i>sanctorum</i>	Santa Ana River woollystar	Endangered	Chaparral, Coastal scrub	No habitat for this species. Not present.
<i>Hesperocyparis forbesii</i>	Tecate cypress	None	Chaparral, Closed-cone coniferous forest	No habitat for this species. Not present.
<i>Horkelia cuneata</i> var. <i>puberula</i>	mesa horkelia	None	Chaparral, Cismontane woodland, Coastal scrub	No habitat for this species. Not present.
<i>Lepechinia cardiophylla</i>	heart-leaved pitcher sage	None	Chaparral, Cismontane woodland, Closed-cone coniferous forest	No habitat for this species. Not present.
<i>Lepidium virginicum</i> var. <i>robinsonii</i>	Robinson's pepper-grass	None	Chaparral, Coastal scrub	No habitat for this species. Not present.
<i>Monardella australis</i> ssp. <i>jokerstii</i>	Jokerst's monardella	None	Chaparral, Lower montane coniferous forest	No habitat for this species. Not present.
<i>Monardella hypoleuca</i> ssp. <i>intermedia</i>	intermediate monardella	None	Chaparral, Cismontane woodland, Lower montane coniferous forest	No habitat for this species. Not present.
<i>Muhlenbergia californica</i>	California muhly	None	Chaparral, Coastal scrub, Lower montane coniferous forest, Meadow & seep	No habitat for this species. Not present.
<i>Muhlenbergia utilis</i>	aparejo grass	None	Chaparral, Cismontane woodland, Coastal scrub, Marsh & swamp, Meadow & seep, Ultramafic	No habitat for this species. Not present.
<i>Nasturtium gambelii</i>	Gambel's water cress	Threatened	Brackish marsh, Freshwater marsh, Marsh & swamp, Wetland	No marshes or swamps present. Just man-made stock ponds. Not present.
<i>Navarretia prostrata</i>	prostrate vernal pool navarretia	None	Coastal scrub, Meadow & seep, Valley & foothill grassland, Vernal pool, Wetland	No habitat for this species. Not present.
<i>Nolina cismontana</i>	chaparral nolina	None	Chaparral, Coastal scrub, Ultramafic	No habitat for this species. Not present.

Scientific Name	Common Name	State List	Habitat	Presence
Penstemon californicus	California beardtongue	None	Chaparral, Lower montane coniferous forest, Pinon & juniper woodlands	No habitat for this species. Not present.
Pentachaeta aurea ssp. allenii	Allen's pentachaeta	None	Coastal scrub, Valley & foothill grassland	No habitat for this species. Not present.
Phacelia keckii	Santiago Peak phacelia	None	Chaparral, Closed-cone coniferous forest	No habitat for this species. Not present.
Phacelia stellaris	Brand's star phacelia	None	Coastal dunes, Coastal scrub	No habitat for this species. Not present.

Threatened and Endangered Animal Species⁴

A total of 27 animal species that have the potential to occur on the site are listed as state and/or federal Threatened, Endangered, or Candidate sensitive species. The potential sensitive species which could occur within a 5-mile radius of Project area were reviewed and listed below.

Tricolored blackbird

Tricolored blackbird (*Agelaius tricolor*) is a state listed threatened species and listed by the CDFW as a species of special concern. Its habitat includes freshwater marsh, marsh and swamps, and wetland. This species is largely endemic to California and is most numerous in and around the Central Valley. This species requires open accessible water, protected nesting substrate, and a foraging area with insect prey within a few kilometers of the colony. There is potential habitat for this species to be present in the stock ponds if vegetation is allowed to grow around the perimeters. Due to the heavily disturbed nature of the property and the stock ponds, there is a reduced likelihood of occurrence with the species. **Potential to be present.**

Grasshopper sparrow

Grasshopper sparrow (*Ammodramus savannarum*) is a CDFW Species of Special Concern. It favors native grasslands with a mix of grasses, forbs, and scattered shrubs. Its habitat includes valley and foothill grassland. There is potential habitat for this species to be present in the fallow fields, though the heavily disturbed nature of the property reduces the likelihood of occurrence. **Potential to be present.**

Arroyo Toad

Arroyo Toad (*Anaxyrus californicus*) is a federally listed endangered species and a CDFW Species of Special Concern. The most favorable breeding habitat for this species consists of slow-moving shallow pools, nearby sandbars, and adjacent stream terraces. Its habitat includes desert wash, riparian scrub, riparian woodland, south coast flowing waters, and south coast standing waters. There is no habitat for this species on the Project site. This species is not considered to be present.

⁴ General Biological Assessment – Page 10. Accessed December 29, 2020. Available at Appendix C1.

Southern California legless lizard

Southern California legless lizard (*Anniella stebbinsi*) is a CDFW Species of Special Concern. It is found in a variety of habitats, generally around moist, loose soil. This species is generally found south of the Transverse Range, extending to northwestern Baja California, with disjunct populations found in the Tehachapi and Piute Mountains in Kern County. Its habitat includes broadleaved upland forest, chaparral, coastal dunes, and coastal sage scrub. There is no habitat for this species present on the Project site. This species is not considered to be present.

Great blue heron

Great blue heron (*Ardea Herodias*) is a CDFW Sensitive Species. It is found in rookery sites near foraging areas. It is a colonial nester in tall trees, cliffsides, and sequestered spots on marshes. Its habitat includes brackish marsh, estuary, freshwater marsh, marsh and swamp, riparian forest, and wetland. There is potential habitat for this species to be present in the stock ponds, though occurrence is unlikely, due to the heavily disturbed nature of the site. **Potential to be present.**

California glossy snake

California glossy snake (*Arizona elegans occidentalis*) is a CDFW Species of Special Concern. This species is found in arid scrub, rocky washes, grassland and chaparral habitats, often with loose or sandy soils. There is potential habitat for this species to be present on the Project site, though the probability of occurrence is low because the site is very disturbed. **Potential to be present.**

Burrowing owl

Burrowing owl (*Athene cunicularia*) is a CDFW Species of Special Concern. Its habitat includes coastal prairie, coastal sage scrub, Great Basin grassland, Great Basin scrub, Mojavean desert scrub, Sonoran Desert scrub, and valley and foothill grassland. This species is typically found in open and dry annual or perennial grasslands, deserts, and scrublands characterized by low-growing vegetation. It is a subterranean nester and is dependent upon burrowing mammals, most notably the California ground squirrel (*Otospermophilus beecheyi*). Though there is a low likelihood of occurrence from the heavily disturbed property, there is potential habitat for this species to be present on the fallow agricultural fields on the Project site. **Potential to be present.**

San Diego fairy shrimp

San Diego fairy shrimp (*Branchinecta sandiegonensis*) is a federally listed endangered species. This species is found in chaparral, coastal sage scrub, vernal pool, and wetland habitats. The Project site consists of a disturbed agriculture area. There is no habitat for this species on the Project site. The species is not considered to be present.

Swainson's hawk

Swainson's hawk (*Buteo swainsoni*) is a state listed threatened species. This species favors open grasslands for foraging but also occurs in agricultural settings. It relies on scattered stands of trees near agricultural fields and grasslands for nesting sites. Its habitats include great basin grassland, riparian

forest, riparian woodland, and valley and foothill grassland. There is potential habitat for this species to be present on the Project site, but the likelihood of occurrence is low due to the disturbed nature of the site. **Potential to be present.**

Santa Ana sucker

Santa Ana sucker (*Catostomus santaanae*) is a federally listed threatened species. Its habitat includes aquatic and south coast flowing waters. This species prefers sand-rubble-boulder bottoms, cool and clear water, and algae. It is endemic to the Los Angeles Basin south coastal streams. The Project site does not contain suitable habitat for this species. This species is not considered to be present.

Western yellow-billed cuckoo

Western yellow-billed cuckoo (*Coccyzus americanus occidentalis*) is a federally listed threatened and state listed endangered species. This species typically nests in riparian jungles of willows, often mixed with cottonwoods, with a lower story of blackberry, nettles, or wild grape. It is found in riparian forest habitat. The Project site does not contain suitable habitat for this species. This species is not considered to be present.

Yellow rail

Yellow rail (*Coturnicops noveboracensis*) is a CDFW Species of Special Concern. It is a summer resident in eastern Sierra Nevada in Mono County. Its habitat includes freshwater marsh and meadow and seep. There is potential habitat for this species to be present in the stock ponds if vegetation is allowed to grow, though occurrence is unlikely, due to the highly disturbed nature of the site. **Potential to be present.**

San Bernardino kangaroo rat

San Bernardino kangaroo rat (*Dipodomys merriami parvus*) is a federally listed endangered species, state listed candidate endangered, and a CDFW Species of Special Concern. It is found in alluvial fan sage scrub habitat. This species is found on sandy loam substrates, characteristic of alluvial fans and flood plains. It needs early to intermediate seral stages. The Project site does not contain suitable habitat for this species. This species is not considered to be present.

Stephen's kangaroo rat

Stephens' kangaroo rat (*Dipodomys stephensi*) is a federally listed endangered and state listed threatened species. This species is found in coastal sage scrub with sparse vegetation cover, and in valley and foothill grasslands. This species prefers buckwheat, chamise, brome grass, and filaree, and will burrow into firm soil. The Project site does not contain suitable habitat for this species. This species is not considered to be present.

Southwestern willow flycatcher

Southwestern willow flycatcher (*Empidonax traillii extimus*) is a federally and state listed endangered species. It is found in riparian woodland habitat in southern California. The Project site does not contain suitable habitat for this species. This species is not considered to be present.

Western pond turtle

Western pond turtle (*Emys marmorata*) is a CDFW Species of Special Concern. This species needs basking sites and suitable upland habitat consisting of sandy banks or grassy open fields up to 0.5 kilometers from water for egg-laying. It is a thoroughly aquatic turtle of ponds, marshes, rivers, streams, and irrigation ditches, usually with aquatic vegetation, below 6000 feet in elevation. There is potential habitat for this species to be present in the stock ponds, though occurrence in the highly disturbed site is unlikely.

Potential to be present.

California horned lark

California horned lark (*Eremophila alpestris actia*) is listed on the CDFW Watch List. It is found in coastal regions, chiefly from Sonoma County to San Diego County, as well as in parts of the San Joaquin Valley and east to foothills. This species is found in areas with short-grass prairie, “bald” hills, mountain meadows, open coastal plains, fallow grain fields, and/or alkali flats. Though occurrence is unlikely in this highly disturbed property, there is potential habitat for this species to be present on the Project site.

Potential to be present.

Western mastiff bat

Western mastiff bat (*Eumops perotis californicus*) is a CDFW Species of Special Concern. It roosts in crevices in cliff faces, high buildings, trees, and tunnels. It is found in open, semi-arid to arid habitats. Its habitat includes chaparral, cismontane woodland, coastal sage scrub, and valley and foothill grassland. The agriculture buildings used for sheltering bovines are potential habitat for this species and therefore are potentially present on the Project site. Occurrence is unlikely, due to the highly disturbed nature of the site. **Potential to be present.**

Quino checkerspot butterfly

Quino checkerspot butterfly (*Euphydryas editha quino*) is a federally listed endangered species. It is found in chaparral and coastal sage scrub. This species requires high densities of food plants, including *Plantago erecta*, *P. insularis*, and *Orthocarpus purpureus*. The Project site does not have suitable habitat for this species. This species is not considered to be present.

Merlin

Merlin (*Falco columbarius*) is listed on the CDFW Watch List. It is found in areas with clumps of trees or windbreaks for roosting. Its habitat includes estuary, Great Basin grassland, and valley and foothill grassland. There is potential habitat for this species to be present on the Project site, but occurrence is unlikely, due to the high level of disturbance on the property. **Potential to be present.**

Bald eagle

Bald eagle (*Haliaeetus leucocephalus*) is a state listed endangered and CDFW fully protected species. This species is found in lower montane coniferous forest and old growth. They nest in large old-growth or trees with open branches, especially ponderosa pine (*Pinus ponderosa*). The Project site does not contain suitable habitat for this species. This species is not considered to be present.

California black rail

California black rail (*Laterallus jamaicensis coturniculus*) is a state listed threatened species and is a CDFW Fully Protected Species. It inhabits freshwater marshes, wet meadows, and shallow margins of saltwater marshes bordering larger bays. This species needs water depths of about one inch that do not fluctuate throughout the year and dense vegetation for nesting habitat. Its habitat includes brackish marsh, freshwater marsh, marsh and swamp, salt marsh, and wetland. The Project site does not have suitable habitat for this species. This species is not considered to be present.

Steelhead-southern California DPS

Steelhead-southern California DPS (*Oncorhynchus mykiss irideus* pop. 10) is a federally listed endangered species. This species is likely to have greater physiological tolerances to warmer water and more variable conditions. Its habitats include aquatic and south coast flowing waters. The Project site does not have suitable habitat for this species. This species is not considered to be present.

Coastal California gnatcatcher

Coastal California gnatcatcher (*Polioptila californica californica*) is a federally listed threatened species and CDFW Species of Special Concern. This species is found in coastal bluff scrub and coastal scrub habitat. This species is typically found in low, coastal sage scrub in arid washes, on mesas and slopes. The Project site does not have suitable habitat for this species. This species is not considered to be present.

Delhi Sands flower-loving fly

Delhi Sands flower-loving fly (*Rhaphiomidas terminates abdominalis*) is a federally listed endangered species. It requires fine, sandy soils, often with wholly or partly consolidated dunes and sparse vegetation. It is found only in areas of the Delhi Sands formation in southwestern San Bernardino and northwestern Riverside counties. The Project site does not have suitable habitat for this species. This species is not considered to be present.

California least tern

California least tern (*Sternula antillarum browni*) is a state and federally listed endangered species and a CDFW Fully Protected Species. It nests along the coast from San Francisco Bay South to northern Baja California. Its habitat includes alkali playa and wetland. The Project site does not have suitable habitat for this species. This species is not considered to be present.

Least Bell's vireo

Least Bell's vireo (*Vireo bellii pusillus*) is a federal and state listed endangered species. This species is found in riparian forest, riparian scrub, and riparian woodland. Nesting habitat of this species is restricted to willow and/or mulefat dominated riparian scrub along permanent or nearly permanent streams. The Project site does not contain suitable habitat for this species. This species is not considered to be present.

Western Burrowing Owl Focused Survey

While the Western Burrowing Owl (BUOW) is not protected by state or federal endangered species acts, the possession or destruction of individual BUOW, their nests and/or eggs is prohibited under California CDFW Code §3503, 3503.5 and 3513, as well as the federal Migratory Bird Treaty Act of 1918 (MBTA) (16 U.S.C. 703-711). Under CEQA, goals would consist of measures that would avoid, minimize and mitigate impacts to a less than significant level. For individual projects, mitigation must be roughly proportional to the level of impacts, including cumulative impacts, in accordance with the provisions of *State CEQA Guidelines* §15126.4(a)(4)(B), §15064, §15065, and §16355. If it were later determined that active nests would be lost as a result of site preparation, it would be in conflict with these regulations, and could also be considered a significant impact under CEQA without mitigation. In order to avoid violation of the MBTA and CDFW Code requirements, CDFW guidelines 1995 and 2012 suggest that project-related disturbances at active nesting territories be reduced or eliminated during the BUOW nesting/breeding cycle (typically February 1 to August 31).

Species With Other Special Status Listings⁵

Critical Habitats

Critical habitat is defined as areas of land, water, and air space that contain the physical and biological features essential for the survival and recovery of endangered and threatened species. Designated critical habitat includes sites for breeding and rearing, movement or migration, feeding, roosting, cover, and shelter. Critical habitat is designated by USFWS for endangered and threatened species per the Federal Endangered Species Act of 1973 (FESA) (16 U.S.C. §1533 (a)(3)), and to the extent prudent and determinable. Special management of critical habitat, including measures regarding water quality and quantity, host animals and plants, food availability, pollinators, sunlight, and specific soil types is required to ensure the long-term survival and recovery of the identified species. Critical habitat designation delineates all suitable habitat for the species, whether it is occupied. The Project site is not located within or adjacent to designated critical habitat for endangered species.

Wildlife Movement Corridors

Wildlife movement corridors can be local or regional in scale and their functions may vary temporally and spatially based on conditions and species present. Wildlife corridors represent areas where wildlife movement is concentrated due to natural or anthropogenic constraints. Local corridors provide access to resources such as food, water, and shelter. Animals use these corridors, which are often hillsides or riparian areas, to move between different habitats. Regional corridors provide these functions and link two or more large habitat areas. They provide avenues for wildlife dispersal, migration, and contact between otherwise distinct populations.

The Project site is not located within a designated wildlife corridor or linkage. The Project site is surrounded by development and/or existing agricultural and livestock land uses. The Project site is surrounded by agricultural fields to the north, east, and west. Chino Airport lies to the south. Bon View Avenue crosses the central portion of the site from north to south. Further, the site is separated from

⁵ *General Biological Assessment – Page 15-17*. Accessed December 29, 2020. Available at *Appendix C1*.

regional wildlife movement corridors associated with the Prado Dam Flood Control Basin and Santa Ana River. Therefore, the Project site does not function as a wildlife movement corridor.

Jurisdictional Drainages⁶

The Project site contains approximately 19 acres of stock/retention ponds and channels. These ponds and channels are man-made, for agricultural use and fed by wells. The man-made ponds and channels are not connected to a natural stream, nor do they divert natural flow from any river, stream or lake. The stock ponds are not considered jurisdictional under the CDFW Lake and Streambed Alteration Program. The program states: “An entity shall not substantially divert or obstruct the natural flow of, or substantially change or use any material from the bed, channel, or bank of, any river, stream, or lake, or deposit or dispose of debris, waste, or other material containing crumbled, flaked, or ground pavement where it may pass into any river, stream, or lake...”. Therefore, the stock ponds on the Project site are not a “natural flow” of a stream, river, or lake, and would not be considered jurisdictional by CDFW.

Further, the man-made stock ponds are not adjacent to and are not considered Waters of the United States (WUS), which receives no hydrologic flow. The stock ponds are isolated features that are neither a tributary to nor contain a significant nexus (biological, chemical, or physical connection) to traditional navigable waters of the United States. Therefore, the man-made ponds on the Project site would not be considered federally jurisdictional under the Clean Water Act.

4.3.2 Regulatory Setting

Federal

Federal Endangered Species Act

The Federal Endangered Species Act (FESA), as amended, protects, and conserves any species of plant or animal and their habitats that are threatened or endangered with extinction. The “take” of endangered species is prohibited under FESA §9. The term “take” in this instance means to “harass, harm, pursue, hunt, wound, kill, trap, capture, collect, or attempt to engage in any such conduct.” FESA §7 requires federal agencies to consult with the United States Fish and Wildlife Services (USFWS) on proposed federal actions that may affect any endangered, threatened, or proposed species or critical habitat that may support the species. FESA §4(a) requires that critical habitat be designated by the USFWS “to the maximum extent prudent and determinable, at the time a species is determined to be endangered or threatened.” This provides guidance for planners/managers and biologists by indicating locations of suitable habitat and where preservation of a species has high priority. FESA §10 provides the regulatory mechanism for incidental take of a listed species by private interests and nonfederal government agencies during lawful activities. Habitat Conservation Plans (HCPs) for the impacted species must be developed in support of incidental take permits to minimize impacts to the species and formulate viable mitigation measures.

⁶ *Ibid

Migratory Bird Treaty Act

The Migratory Bird Treaty Act of 1918 (MBTA; 16 USC §703-712 et seq.) is a federal statute that affirms and implements four international conservation treaties that the United States entered into with Canada, Mexico, Japan, and Russia. This treaty is intended to protect shared migratory bird resources and ensures the sustainability of populations. The MBTA governs the transportation of migratory birds, their eggs, their parts, and their nests. It also prohibits the sale, purchase, barter, or offering of these items, except under a valid permit or as permitted in the implementing regulations. USFWS administers permits concerning migratory birds in accordance with the MBTA. According to the Code of Federal Regulations (CFR), one can locate this list of protected migratory bird species under CFR Title 50 Part 10.13 (10.13 list).⁷ The 10.13 list was last updated in 2020, incorporating the most current scientific information on taxonomy and natural distribution.

Clean Water Act, §404

The United States Army Corps of Engineers (Corps) regulates discharge of dredged or fill material into waters of the United States, including wetlands under the Clean Water Act (CWA).⁸ Activities in waters of the United States regulated under this program include fill for development, water resource projects, infrastructure development and mining projects. A permit is required before dredged or fill material may be discharged into waters of the United States, which entails assessment of potential adverse impacts to Corps wetlands and jurisdictional waters and any mitigation measures that the Corps requires unless the activity is exempt from §404 regulation (e.g., certain farming and forestry activities). §7 consultation with USFWS may be required for impacts to a federally listed species. If cultural resources may be present, §106 review may also be required. When a §404 permit is required, a §401 Water Quality Certification is also required from the Regional Water Quality Control Board (RWQCB).⁹

Clean Water Act, §§401 and 402

Section 401(a)(1) of the CWA specifies that any applicant for a federal license or permit to conduct any activity that may result in any discharge into navigable waters shall provide the federal permitting agency with a certification, issued by the state in which the discharge originates, that any such discharge will comply with the applicable provisions of the CWA. In California, the applicable RWQCB must certify that the Project will comply with water quality standards. Permits requiring §401 Certification include Corps §404 permits and National Pollutant Discharge Elimination System (NPDES) permits issued by the Environmental Protection Agency (EPA) under §402 of the CWA. NPDES permits are issued by the applicable RWQCB. The City is in the jurisdiction of the Santa Ana RWQCB (Region 8).

⁷ Code of Federal Regulations for MBTA. Retrieved from: https://www.ecfr.gov/cgi-bin/text-idx?SID=b85587342ebe4f607983dfb6d1e07461&mc=true&node=se50.1.10_113&rtn=div8

⁸ Permit Program under CWA. Retrieved from: [https://www.epa.gov/cwa-404/permit-program-under-cwa-section-404#:~:text=Section%20404%20of%20the%20Clean%20Water%20Act%20\(CWA\)%20establishes%20a,the%20United%20States%2C%20including%20wetlands.&text=Proposed%20activities%20are%20regulated%20through,required%20for%20potentially%20significant%20impacts.](https://www.epa.gov/cwa-404/permit-program-under-cwa-section-404#:~:text=Section%20404%20of%20the%20Clean%20Water%20Act%20(CWA)%20establishes%20a,the%20United%20States%2C%20including%20wetlands.&text=Proposed%20activities%20are%20regulated%20through,required%20for%20potentially%20significant%20impacts.)

⁹ EPA. (2019). *Exemptions to Permit Requirements under CWA Section 404*. Accessed December 29, 2020. Available at <https://www.epa.gov/cwa-404/exemptions-permit-requirements-under-cwa-section-404>

State

California Fish and Game Code, §1600

The California Fish and Game Code §1600 requires a project proponent to notify the California Department of Fish and Wildlife (CDFW) of any proposed alteration of streambeds, rivers, and lakes. The intent is to protect habitats that are important to fish and wildlife. CDFW may review and place conditions on the Project, as part of a Streambed Alteration Agreement (SAA), that address potentially significant adverse impacts within CDFW's jurisdictional limits.

California Fish and Game Code, §§3503.5, 3511, 3515

Section 3503.5 of the California Fish and Game Code states that it is "unlawful to take, possess, or destroy any birds in the order Falconiformes or Strigiformes (birds of prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto." Activities that result in the abandonment of an active bird of prey nest may also be considered in violation of this code. In addition, California Fish and Game Code, §3511 prohibits the taking of any bird listed as fully protected, and California Fish and Game Code, §3515 states that it is unlawful to take any non-game migratory bird protected under the MBTA.

California Endangered Species Act

The California Endangered Species Act (CESA), enacted in 1970 and amended in 1984, is a California law that conserves and protects plant and animal species at risk of extinction. It generally parallels the main provisions of the FESA and is administered by the CDFW. Plant and animal species may be designated threatened or endangered under CESA after a formal listing process by the California Fish and Game Commission (CFGC). With already approximately 250 species currently listed, a CESA-listed species, or any part or product of the plant or animal, may not be imported into the state, exported out of the state, "taken" (i.e., killed), possessed, purchased, or sold without proper authorization. Implementation of CESA has reduced and avoided impacts to California's most imperiled plants and animals, has protected hundreds of thousands of acres of vital habitat, and has led to a greater scientific understanding of California's incredible biodiversity. Candidate species may be afforded temporary protection as though they were already listed as threatened or endangered at the discretion of the Fish and Game Commission. Unlike the FESA, CESA does not include listing provisions for invertebrate species. Under certain conditions and if the take is incidental to otherwise lawful activities, CESA has provisions for take through Incidental Take Permits (ITP); 2081) or memorandum of understanding (MOU). In addition, some sensitive mammals and birds are protected by the state as "fully protected species." California "species of special concern" are species designated as vulnerable to extinction due to declining population levels, limited ranges, and/or continuing threats. This list is primarily a working document for the CDFW's California Natural Diversity Database (CNDDDB), which maintains a record of known and recorded occurrences of sensitive species. Informally listed taxa are not protected per se but warrant consideration in the preparation of biological resources assessments.

Porter-Cologne Water Quality Control Act

The Porter-Cologne Act provides for statewide coordination of water quality regulations. The SWRCB was established as the statewide authority and nine separate CRWQCBs were developed to oversee water quality on a day-to-day basis.

The SWRCB is the primary agency responsible for protecting water quality in California. As discussed above, the RWQCBs regulate discharges to surface waters under the CWA. In addition, the RWQCBs are responsible for administering the Porter-Cologne Act.

Pursuant to the Porter-Cologne Act, the state is given authority to regulate waters of the state, which are defined as any surface water or groundwater, including saline waters. As such, any person proposing to discharge waste into a water body that could affect its water quality must first file a Report of Waste Discharge if §404 of the CWA is not required for the activity. “Waste” is partially defined as any waste substance associated with human habitation, including fill material discharged into water bodies.

Natural Community Conservation Planning Act

In 1991, the California Natural Community Conservation Planning Act (NCCP Act; CFGC §1900 et seq.) was approved and the NCCP Coastal Sage Scrub program was initiated in Southern California. California law (CFGC §2800 et seq.) established the NCCP program “to provide for regional protection and perpetuation of natural wildlife diversity while allowing compatible land use and appropriate development and growth.” The NCCP Act encourages preparation of plans that address habitat conservation and management on an ecosystem basis rather than one species or habitat at a time.

CDFW Lake and Streambed Alteration Program

The Lake and Streambed Alteration Program requires that an entity shall not substantially divert or obstruct the natural flow of, or substantially change or use any material from the bed, channel, or bank of, any river, stream, or lake, or deposit or dispose of debris, waste, or other material containing crumbled, flaked, or ground pavement where it may pass into any river, stream, or lake.

Regional

County of San Bernardino Land Use Services, Planning Division

According to the County of San Bernardino's (County) Biotic Resources Overlay Map, the Project site is located within the County's Burrowing Owl Overlay Zone (County of San Bernardino, 2012). The burrowing owl is listed as a Species of Special Concern by CDFW.

Local

City of Ontario TOP¹⁰

The City of Ontario TOP Environmental Resources Element contains goals and policies which pertain to protecting biological resources in Ontario:

Environmental Resources Element

Goal ER5 **Protected high value habitat and farming and mineral resource extraction activities that are compatible with adjacent development.**

Policy ER5-2 Entitlement and Permitting Process. We comply with state and federal regulations regarding protected species.

Policy ER5-4 Transition of Farms. We protect both existing farms and sensitive uses around them as agricultural areas transition to urban uses.

City of Ontario Municipal Code¹¹

Municipal Code, Volume II, Chapter 2

The City’s Municipal Code, Volume II, Chapter 2 contains a provision for “Parkway Tree Regulations” (Ordinance 1664), to preserve parkway trees and to regulate the maintenance and removal of such trees. Parkway is defined as “...that portion of any public street right-of-way between the right-of-way boundary line and the curb line, and also the area enclosed within the curb lines of a medial divider.” The property owner abutting upon public rights-of-way is responsible for watering any tree located in the parkway and for trimming that can be done from the ground to preserve the neat appearance and non-obstructed use of the parkway, while the City is responsible for all major pruning. Removal or relocation of any parkway tree requires prior authorization from the Public Works Agency of the City through a permit process, and planting of a replacement tree, whenever feasible, shall be a condition included in any permit issued by the City for the removal of any parkway tree. Alternatively, a cash-in-lieu deposit may be accepted by the City as an alternate to the actual planting of any required parkway tree based on a fair value established by the Public Facilities Manager.

Municipal Code, Section 6.05.020

The City Municipal Code, §6.05.020 addresses heritage trees in the City of Ontario. The Project site does not contain trees that fall under the definition of a heritage tree, as noted below.

- Heritage tree – (c) a defining landmark or significant outstanding feature of a neighborhood or district, or typical of early Ontario landscapes, [i] *Cinnamomum camphora* [ii] *Cedrus deodora*, and [iii] *Platanus acerifolia*.

¹⁰ City of Ontario. (1992) *City of Ontario Policy Plan*. Accessed December 30, 2020. Available at <https://www.ontarioplan.org/policy-plan/>

¹¹ City of Ontario. (2020). *City of Ontario Municipal Code*. Accessed December 30, 2020. Available at: https://codelibrary.amlegal.com/codes/ontarioca/latest/ontario_ca/0-0-0-35678

4.3.3 Thresholds of Significance

According to Appendix G of the *State CEQA Guidelines*, a project would have a significant effect on the biological resources if the Project would:

- 1) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?
- 2) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?
- 3) Have substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?
- 4) 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?
- 5) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?
- 6) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

4.3.4 Plans, Programs, and Policies

- PPP BIO-1** The Project shall comply with the Federal Endangered Species Act and Migratory Bird Treaty.
- PPP BIO-2** The Project shall comply with the California Endangered Species Act and Fish and Game Code.

4.3.5 Project Impacts and Mitigation

Methodology

The Project and associated PPPs are evaluated against the aforementioned significance criteria/thresholds, as the basis for determining the impact's level of significance concerning biological resources. This analysis considers the existing regulatory framework (i.e., laws, ordinances, regulations, and standards [LORS]) that avoid or reduce the potentially significant environmental impact. Where significant impacts remain despite compliance with the regulatory framework, feasible mitigation measures are recommended, to avoid or reduce the Project's potentially significant environmental impacts.

Biological Resource Survey

HES conducted a field survey of the Project site in September 2018 and March 2020. During the September 2018 field survey, the ambient temperature was 80° Fahrenheit, sunny, with zero to three mile per hour

(mph) winds from the southwest. During the March 2020 field survey, the ambient temperature was 54° Fahrenheit, cloudy, with zero to four mph winds from the south. The purpose of the field surveys was to document the existing habitat conditions, obtain plant and animal species information, view the surrounding uses, assess the potential for state and federal waters, assess potential for wildlife movement corridors, and if critical habitat is present, assess for the presence of constituent elements.

Burrowing Owl Survey

The BUOW surveys were conducted by Ecological Sciences, Inc. in accordance with the March 7, 2012 CDFG Staff Report on Burrowing Owl Mitigation to determine if the BUOW was foraging on or adjacent to the site. These guidelines include searches for BUOW, burrows (natural and artificial), and BUOW sign by walking parallel transects (where feasible) through suitable habitat over the entire survey area [i.e., the Project site and within a 150-meter (500 feet) buffer area where feasible or at least by visual means]. Upon arrival at the survey area and prior to initiating the walking surveys, the biologist used binoculars and/or spotting scope to scan suitable habitat. Ecological Sciences' Principal Biologist, Scott Cameron, initiated the first of four-total focused breeding season BUOW surveys on April 15, 2019. Subsequent surveys were conducted on May 11, June 16, and July 6.

Refer to HES Biological Survey Summary methodology, and western burrowing owl discussion above. An Arborist Report was also conducted by EPD Solutions and results are discussed below. The HES Biological Study, Arborist Report and Focused BUOW surveys are included in *Appendix C*.

The following impact analysis addresses thresholds of significance.

Impact 4.3-1: Development of the Project would not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

Level of Significance: Less than Significant with Mitigation Incorporated

Specific Plan-Phase I

Construction

A substantial adverse effect to special-status species would occur if the Project would:

- 1) Reduce the population size or reduce the area of occupied habitat of a rare, threatened, or endangered species; or
- 2) Reduce the population size or reduce the area of occupied habitat of a locally uncommon species.

A substantial adverse effect on a special-status wildlife species occurs if the Project would:

- 1) Increase predation of a species, leading to population reduction;
- 2) Reduce habitat availability sufficiently to affect potential reproduction; or
- 3) Reduce habitat availability sufficiently to constrain the distribution of a species and not allow for natural changes in distributional patterns over time.

Implementation of the Project site would cover a 219.39-acre area containing four habitat types, including agriculture fields, disturbed agriculture infrastructure, stock/retention ponds and channels, and eucalyptus woodland.

Sensitive Plants

No special-status plant species were detected on the Project site during the reconnaissance surveys and no special-status plant species are expected to occur on the Project site due to lack of suitable habitat. The Project site's lack of sensitive plant species is summarized in *Table 4.3-1, Plant Species with the Potential of Occurring on the Project Site* above. Longstanding weed abatement/fire break disking and other anthropogenic disturbances have likely altered soil chemistry and other substrate characteristics such that on-site soils may not currently be capable of supporting sensitive plant species. Therefore, the development of the Project would not result in a substantial adverse effect, either directly or through habitat modification, on any plant species identified as a candidate, sensitive or special status species in local or regional plans, policies, or regulation or by the CDFW or USFWS.¹² Hence, no significant impact to special-status plant species or their habitat would occur.

Sensitive Animals

The General Biological Assessment indicated that seven wildlife species could potentially inhabit the Project site due to suitable habitat or foraging opportunities present on-site. The Tricolored blackbird, Grasshopper sparrow, Great blue heron, Swainson's hawk, California glossysnake, Western Pond Turtle, Western mastiff bat, Yellow rail, California horned lark, and Merlin have the potential to be on-site due to suitable habitat for foraging and nesting purposes.¹³ Therefore, implementation of **MM BIO-1** will require the removal of suitable vegetation be conducted during the off-season and that any nesting surveys occur prior to construction start in accordance with local and state policy and regulations (refer to **MM BIO-1** below). With implementation of **MM BIO-1**, the potential for a species to inhabit the site is reduced to less than significant.

Nesting Birds

Migratory non-game native bird species are protected under the federal MBTA. Additionally, §§3503, 3503.5, and 3513 of the CFGC prohibit take of all birds and their active nests. The Project site contains non-native structures, grasses, shrubs and trees including 3.64 acres of Eucalyptus woodland that can support nesting songbirds or raptors and can be used by nesting songbirds or raptors during the nesting bird season of February 1 to September 15.¹⁴ **MM BIO-1** will require that nesting bird surveys be conducted prior to construction start to reduce impacts to nesting birds to less than significant levels.

Burrowing Owl

BUOW is a CDFW Species of Special Concern. There is potential habitat for this species to be present on the Project site. Owl survival can be adversely affected by disturbance (e.g., foraging habitat loss) even when impacts to individual birds and nest/burrows are avoided. Therefore, construction activity shall be conducted in accordance with the recommended restricted construction activity dates and setback

¹² Hernandez Environmental Services. (2020). *General Biological Assessment*. Page 24. Accessed December 29, 2020. Available at Appendix C1.

¹³ Ibid. Page 24 – 26.

¹⁴ Ibid. Page 22.

distances by level of disturbance for the BUOW (Scobie and Faminow 2000 in 03/7/12 CDFW BUOW Staff Report) and are provided below in *Table 4.3-2, CDFW Recommended Restricted Activity Dates and Setback Distances by Level of Disturbance for BUOW*.¹⁵

Table 4.3-2: CDFW Recommended Restricted Activity Dates and Setback Distances by Level of Disturbance for BUOW/

Location	Location Time of Year	Level of Disturbance		
		Low	Medium	High
Nesting sites	April 1-Aug 15	200 m*	500 m	500 m
Nesting sites	Aug 16-Oct 15	200 m	200 m	500 m
Nesting sites	Oct 16-Mar 31	50 m	100 m	500 m

m = meters
 Table and text excerpted directly from 2012 CDFG BUOW Staff Report
 Note: Based on existing vegetation, human development, and land uses in an area, resource managers may decide to allow human development or resource extraction closer to these area/sites than recommended above. However, if it is decided to allow activities closer than the setback distances recommended, a broad-scale, long-term, scientifically-rigorous monitoring program ensures that burrowing owls are not detrimentally affected by alternative approaches.

Several field surveys were conducted to determine the presence of BUOW foraging on or adjacent to the site. Results of the observations recorded during the April-July 2019 focused BUOW breeding season surveys indicated that there were no direct BUOW identifications. None of the potential burrows inspected during the survey were determined to be currently occupied by BUOW based on the absence of individual BUOW or signs (feathers, pellets, fecal material, prey remains, etc.) at or near burrow entrances/aprons. Despite the fact that the site has been exposed to long-standing disturbances, BUOW often occur in less than optimal and/or disturbed conditions. If it were later determined that active nests of BUOW would be lost as a result of site preparation, it could result in significant adverse impacts and would be in conflict with CDFW Code §3503.5, 3511, and 3515.¹⁶ Therefore, implementation of **MM BIO-2** would require an avoidance survey no less than 14 days prior to initiating ground disturbance activities before construction starts. With the implementation of **MM BIO-2**, impacts would be less than significant.

Overall, implementation of **MM BIO-1** and **MM BIO-2** would reduce unknown potential impacts to less than significant levels.

Operations

Operations of the Project will not have a significant effect on sensitive plants, animals or their habitat. Once construction activities for the Project are completed, no additional impacts will occur with Project operations as it relates to sensitive species. Edge effects (including lighting, noise, trash/debris, urban and stormwater run-off, toxic materials, exotic plant and animal infestation, dust, trampling, and unauthorized recreation) shall be minimized by landscaping, elevation difference, minimization of effects, and compensatory mitigation. Therefore, impacts will be less than significant, and no further mitigation will be required.

¹⁵ Ecological Sciences. (2020). *Focused Burrowing Owl Surveys*. Page 6. Accessed April 22, 2021, Available as Appendix C3

¹⁶ Ibid. Page 11.

Specific Plan-Future Development Areas

Construction and Operations

Refer to Phase I discussion above. The General Biological Survey and BUOW Focused surveys were conducted for the entire Project site which includes both Phase I and future development areas. Therefore, **MM BIO-1** and **MM BIO-2** are applicable to both phases. **MM BIO-1** and **MM BIO-2** would ensure that impacts would be reduced to less than significant levels during buildout of the entire Specific Plan area.

SB330 Replacement Site

Construction and Operations

According to the City's TOP Plan, Section ER5 Biological, Mineral & Agricultural Resources, rare and/or endangered species that have the potential to occur in Ontario include Delhi Sands Flower Loving Fly and San Bernardino Kangaroo Rat. However, habitat for these species is of poor quality and/or is limited to isolated pockets. The SB330 Replacement Site contains existing residential and agricultural uses, which could potentially contain suitable habitat for the Delhi Sands Flower Loving Fly and San Bernardino Kangaroo Rat including other sensitive species. The Project, however, does not propose development of the SB330 Replacement Site. Instead, the Project proposes a rezoning of the area to increase the maximum allowed housing unit density. This action would neither include nor require physical disturbance of the SB330 Replacement Site. Furthermore, development of the SB330 Replacement Site was evaluated as part of the City's TOP EIR, and the proposed rezoning would have no additional significant impacts beyond that evaluated in the City's TOP EIR, because this action does not propose any specific construction of new structures or redevelopment of the SB330 Replacement Site other than what was evaluated in the City's TOP EIR (the rezoning does not change the development footprint nor the general nature of land uses for this area). Any future development would be subject to applicable local, state and federal environmental regulations, including the City's discretionary review process. Site-specific biological assessments would be conducted prior to any approval or development of potential future residential uses. With compliance with the City's standard discretionary review process and existing local, state, and federal regulations, no significant impacts are anticipated. Refer to **MM BIO-1** and **MM BIO-2** below.

Conclusion

The General Biological Assessment conducted by HES concluded that Project implementation would have only a minor risk to candidate, sensitive, or special status species listed in federal, state, regional, and local plans, policies, or regulations. Mitigation measures **MM BIO-1** and **MM BIO-2** are also proposed in order to further reduce potential impacts to a less than significant level.

Mitigation Measures

MM BIO-1 The following measures shall be implemented for the indicated species, prior to commencement of ground disturbance at the Project site:

Tricolored blackbird, Grasshopper sparrow, Great blue heron, Swainson's hawk, Yellow rail, California horned lark, Merlin:

- Vegetation removal is recommended to be conducted outside of the nesting season for migratory birds to avoid direct impacts.
- If vegetation removal will occur during the migratory bird nesting season, between February 1 and September 15, pre-construction nesting bird surveys shall be performed within three days prior to vegetation removal.
- If active nests are found during nesting bird surveys, they shall be flagged. A 250-foot buffer shall be fenced around songbird nests and a 500-foot buffer shall be fenced around raptor nests.
- A biological monitor shall visit the site once a week during ground disturbing activities to ensure all fencing is in place and no sensitive species are being impacted.

California glossysnake:

- Three days prior to any ground disturbing activities or vegetation removal, a qualified biological monitor should conduct a preconstruction survey to identify any sensitive biological resources. Any sensitive reptilian species that may be present within the Project area shall be relocated outside of the impact areas.
- Biological monitors shall be on-call to relocate any reptile or amphibian that is encountered during construction activities.

Western mastiff bat

- Prior to implementation of Project activities that would demolish the agriculture buildings used for sheltering bovines, a qualified biologist shall conduct a preconstruction survey April 1 through August 31 to determine the presence or absence of roosting bats. If the survey does not identify the presence of occupied roosts, no further action is necessary.
- If day roosts or maternity roosts occupied by special-status bat species are documented within construction areas, the bats shall be safely flushed from the sites where roosting habitat is planned to be removed prior to the month of May (maternity roosts are generally occupied from May to August) and prior to the onset of construction activities. The removal of the roosting sites shall occur during the time of day when the roost is unoccupied. The loss of each roost will be compensated for by the construction and installation of two bat boxes suitable to the bat species and colony size excluded from the original roosting site. The bat boxes shall be installed in the vicinity prior to removal of the original

day/maternity roost sites. A detailed program for bat flushing, roosting site removal, and installation of bat boxes shall be developed in consultation with a qualified biologist. The specifications of the bat boxes must be based upon the species of bat and the size of the colony to be affected by the Project. The Bat Management Plan for excluding bats must be developed by the qualified biologist in consultation with CDFW to ensure mortality to bats does not occur. The Bat Management Plan will be based upon the species of bat, number of roosts, and the size of the colony to be affected by the Project. Performance standards will be developed based on the results of the bat survey consistent with CDFW recommendations such that no residual significant impacts would remain.

Western pond turtle

- Within 14 days prior to the onset of construction activities, a qualified biologist shall conduct pre-construction surveys for western pond turtle within all areas that fall within 100 feet of any suitable aquatic and upland nesting habitat for this species (stock/retention ponds). If western pond turtles are observed during the pre-construction survey, the California Department of Fish and Wildlife shall be contacted. If no Western pond turtles are observed during the preconstruction survey, then construction activities may begin. If construction is delayed or halted for more than 30 days, another pre-construction survey for western pond turtle shall be conducted. Within seven days of the pre-construction survey, a report of findings from the survey shall be submitted to the California Department of Fish and Wildlife.
- During construction, a qualified biological monitor who has been approved by the California Department of Fish and Wildlife to relocate western pond turtles shall be on-site to ensure that no western pond turtles are harmed. If western pond turtles are observed in the construction area at any time during construction, the on-site biological monitor shall be notified and construction in the vicinity of the sighting shall be halted until such a time as a turtle has been removed from the construction zone and relocated by an approved biologist. If a sighting occurs during construction, the biologist shall prepare a report of the event and submit it to CDFW.

MM BIO-2

The Project Applicant shall complete an initial BUOW take avoidance survey no less than 14 days prior to initiating ground disturbance activities. Implementation of avoidance and minimization measures (e.g., eliminating actions that reduce burrowing owl forage and burrowing surrogates (e.g., ground squirrel), or introduce/facilitate burrowing owl predators) would be triggered by positive owl presence on the site where Project activities would occur. The development of avoidance and minimization approaches would be evaluated by monitoring burrowing owls (if present on-site). BUOW may re-colonize a site after only a few days. Time lapses between Project activities trigger subsequent take avoidance surveys including but not limited to a final survey conducted within 24 hours prior to ground disturbance.

Impact 4.3-2: *Development of the Project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?*

Level of Significance: Less than Significant Impact.

Impact 4.3-3: *Development of the Project would not have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

Level of Significance: Less than Significant Impact.

Since riparian habitats and protected wetlands have similar features and are often addressed in the same state or federal regulations, these two impacts will be analyzed together in the following discussion.

Specific Plan – Phase I

Construction and Operations

The Project site contains approximately 19 acres of stock/retention ponds and channels. These ponds and channels are man-made, for agricultural use and fed by wells. The man-made ponds and channels are not connected to a natural stream, nor do they divert natural flow from any river, stream, or lake. Since the source of the water for these man-made features are not part of a natural stream, river, or lake, the stock ponds are not considered jurisdictional under the CDFW Lake and Streambed Alteration Program. The program restricts entities so that they may not substantially divert or obstruct any naturally occurring material from stream, river, or lake under the CDFW Lake and Streambed Alteration Program. Therefore, the stock ponds, which receives no hydrologic flow on the Project site are not part of the “natural flow” of a stream, river, or lake, and would not be considered jurisdictional by CDFW. Further, the man-made stock ponds are not adjacent to and are not considered Waters of the United States (WUS). The stock ponds are isolated features that are not tributary to nor do they have a significant nexus (biological, chemical, or physical connection) to traditional navigable waters of the United States. Therefore, the man-made ponds on the Project site would not be considered federally jurisdictional under the CWA.¹⁷ In addition, the General Biological Assessment determined that no vernal pools were observed on-site and species such as the San Diego fairy shrimp would not be present on the Project site.¹⁸ Therefore, a less than significant impact would occur in this regard.

Specific Plan – Future Development Areas

Construction and Operations

The Stock ponds on the Project site do not meet the criteria under the CDFW Lake and Streambed Alteration nor considered WUS. A less than significant impact would occur in this regard.

¹⁷ Hernandez Environmental Services. (2020). *General Biological Assessment*. Page 23 – 24. Accessed December 29, 2020. Available at Appendix C1

¹⁸ Ibid. Page 7.

SB330 Replacement Site

Construction and Operations

Refer to discussion above under Impact 4.3-1. The SB330 Replacement Site may contain riparian and wetland areas, including agricultural drainages and ponds. The relatively slight increase in residential density is not considered a significant impact as the SB330 Replacement Site area is already planned for future development as part of the City's TOP, and the impacts of such development were evaluated in the City's TOPEIR. Prior to any site-specific development, potential future residential development would be required to conduct site-specific biological resource surveys as part of the City's standard discretionary review process, including compliance with CEQA and applicable local, state, and federal regulations. Therefore, a less than significant impact would occur.

Conclusion

The Project site and SB330 Replacement Site do not contain suitable riparian or wetland habitat as confirmed by HES's General Biological Assessment and the City's Areas of Potential Occurrence of Sensitive Species map. Therefore, a less than significant impact would occur during Phase I and future development areas without mitigation implemented.

Mitigation Measures

No mitigation necessary.

Impact 4.3-4: Would the Project 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?

Level of Significance: Less than Significant with Mitigation Incorporated

Specific Plan – Phase I

Construction

The Project site is not located within a designated wildlife corridor or linkage. The Project site is currently developed with man-made structures and is surrounded by development and/or existing agricultural and livestock land uses. The site is separated from regional wildlife movement corridors associated with the Prado Dam Flood Control Basin and Santa Ana River. Therefore, the Project site does not function as a wildlife movement corridor.

However, due to the predominately agricultural land uses, Project construction could potentially disturb or destroy active migratory bird nests. Specifically, Project development may affect the eggs and young of the tricolored blackbird, grasshopper sparrow, great blue heron, Swainson's hawk, yellow rail, California horned lark, and merlin.¹⁹ Disturbing these birds and their nests would be in violation of the MBTA and would result in a significant environmental effect. In order to avoid direct impacts, the Project would implement **MM BIO-1** which would require that vegetation removal be conducted outside of the nesting season for migratory birds to avoid direct impacts and that, a pre-construction nesting bird survey

¹⁹ Ibid. Page 27

would be performed within three days prior to vegetation removal. Therefore, with mitigation incorporated, impacts would be reduced to a less than significant level.

Operation

The Project site does not function as a wildlife movement corridor. As previously stated, the Project site has been previously disturbed for agricultural use with multiple man-made structures present on the Project site. Operation of the Project would involve warehousing and commercial uses on the Project site. This usage would be consistent with previous uses of the site in that both would reduce the area's ability to act as a natural wildlife corridor. Therefore, operation of the Project would not interfere with the movement of any native resident or migratory fish or wildlife species. The Project would neither interfere with any established native resident or migratory wildlife corridors, nor impede the use of native wildlife nursery sites. Thus, operation of the Project would not create a significant impact.

Specific Plan – Future Development Areas

Construction and Operations

Refer to discussion above. The General Biological Assessment analyzed the whole Project area and therefore, impacts would also be mitigated to a less than significant level with implementation of **MM BIO-1**.

SB330 Replacement Site

Construction and Operations

The SB330 Replacement Site is characterized by existing commercial, residential, and agricultural uses as well as vacant parcels. The SB330 Replacement Site is not a wildlife corridor or native wildlife nursery site²⁰. The Project only proposes to rezone the SB330 Replacement Site area to allow higher density, as this area is already contemplated for development consistent with the City's TOP and has been evaluated in the City's TOP EIR. Prior to any site-specific development, potential future residential development would be required to conduct site-specific biological resource surveys as part of the City's standard discretionary review process, including compliance with CEQA and applicable local, state, and federal regulations. Therefore, a less than significant impact would occur.

Conclusion

The Project would not interfere substantially with the movement of any native wildlife species or with established native resident or migratory wildlife corridors. In regard to migratory birds, the Project shall implement **MM BIO-1** and **MM BIO-2** to reduce any impacts to birds to less than significant levels. Although the SB330 Replacement Site contains existing uses, the Project would only rezone the existing parcels and would not include physical development on the SB330 Replacement Site. Therefore, impacts would be less than significant with mitigation incorporated.

²⁰ City of Ontario. (2009). The Ontario Plan, *Section 5.4 Biological Resources; Page 5.4-30*. Accessed April 27, 2021. Available at [Microsoft Word - Ch 05-04 BIO.doc \(ontarioplan.org\)](#)

Mitigation Measures

Refer to mitigation measures **MM BIO-1** and **MM BIO-2**.

Impact 4.3-5: *Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

Level of Significance: Less than Significant Impact.

Impact 4.3-6: *Would the Project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?*

Level of Significance: No Impact.

Specific Plan – Phase I

Construction and Operations

TOP supports the protection of high value habitat areas by establishing habitat conservation areas and complying with state and federal regulations regarding protected species. Since the Project site does not support high value habitats or protected species, the Project will not conflict with these policies.

The City's Municipal Code has a provision to protect parkway trees within public rights-of-way and requires a permit to remove or relocate any trees, and planting of replacement trees or a cash in-lieu fee compensation for any tree removed. Should the Project result in the removal of trees that are considered parkway trees, a permit will be required. According to the Arborist report conducted for the Project site, the site does not contain any trees of significant value. Further, the Project site contains no trees that fall under the definition of a heritage tree, as defined in the City's Development Code §6.05.020. The Arborist report determined that there are no significant or specimen trees on the Project site. None of the trees on-site are in excellent condition or have a condition rating greater than 70%. It was determined that no trees need any protective measures to preserve the health of the tree during the development or redevelopment activity. Lastly, no trees are viable candidates for relocation due to the condition they are currently in.²¹ Therefore, buildout of the Project would result in a less than significant impact.

Lastly, no impacts to any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or Other Approved Local, Regional, or State Habitat Conservation plan are anticipated upon Project buildout. Therefore, no impact will occur in this regard.

Specific Plan – Future Development Areas

Construction and Operations

Refer to discussion above for Phase I of the Project site.

²¹ City of Ontario. Earthwise Arborists. (2020). Arborist Report- South Ontario Logistics Center Tree Evaluation.

SB330 Replacement Site

Construction and Operations

Refer to discussion above under Impact 4.3-5 and 4.3-6. The relatively slight increase in residential density is not considered a significant impact as the SB330 Replacement Site area is already planned for future development as part of the City's TOP, and the impacts of such development were evaluated in the City's TOP EIR. Prior to any site-specific development, potential future residential development would be required to conduct site-specific biological resource surveys, including an arborist report, as part of the City's standard discretionary review process, including compliance with CEQA and applicable local, state, and federal regulations. Therefore, a less than significant impact would occur.

Conclusion

The Project site and SB330 Replacement Site do not conflict with any local policies or ordinances protecting biological resources. Therefore, a less than significant impact would occur during Phase I and future development areas without mitigation implemented.

4.3.6 Cumulative Impacts

The cumulative study area for biological resources includes the southwestern San Bernardino County region. This area consists of a variety of land uses that includes agricultural, residential, commercial, and industrial uses. The agricultural areas may include sensitive habitats which may contain special-status plants, migratory bird species, and jurisdictional resources. However, as discussed above the Project would implement mitigation measures to reduce impacts to the identified species to less than significant levels. Therefore, the Project would result in a less than significant contribution to cumulative impacts to these resources, and impacts would be less than cumulatively significant.

Project development would not involve the removal of critical habitat and is not expected to make a considerable contribution to the decline of wildlife species. The Project would remove potential raptor foraging habitat through development of the warehousing and business park structures. Although the existing agriculture may provide foraging habitat for raptors, it is not expected to be valuable, as the lands are actively maintained to minimize use by small mammals (prey for raptors) and active ground squirrel management programs are continually implemented. This loss of potential raptor foraging habitat would not make a cumulatively considerable contribution to the regional decline of raptors.

Mitigation has been incorporated into the Project that would avoid direct impacts to nine sensitive wildlife species: the tricolored blackbird, grasshopper sparrow, Great blue heron, Swainson's hawk, yellow rail, California horned lark, and merlin. Therefore, the mitigation measures for the proposed Project would mitigate the potential of the Project to cumulatively combine with other projects; and the Specific Plan would not contribute to the cumulative loss of any special status wildlife species.

According to the several field surveys, none of the potential burrows identified on the Project site were determined to be currently occupied by BUOW. **MM BIO-2** would be implemented to further reduce potential BUOW impacts to less than significant levels.

The western mastiff bat has potential to roost at the Project site. The proposed Project has the potential to impact the western mastiff bat population by the removal of potential roosting/nursery habitat. However, the Project will fully mitigate its impacts through **MM BIO-1**, thereby avoiding Project impacts and avoiding the Project's contribution to cumulative impacts on bat species.

The types of birds potentially affected are common to the region and the number of individuals would be limited given the type of vegetation proposed for removal (agriculture, ornamental plantings). Based on the types of species and expected limited number of nesting pairs potentially affected, development of the Project would not make a cumulatively considerable contribution to the regional decline of native nesting bird populations. However, because native birds are protected by MBTA, mortality to a single native bird due to the Project would be in violation of both laws; the Migratory Bird Treaty Act and the Endangered Species Act. Therefore, cumulative impacts related to nesting birds would be less than cumulatively significant.

The General Biological Assessment also indicated that the Project would not impact CDFW jurisdictional waters and riparian habitats. Thus, the Project would not make a cumulatively considerable contribution to the regional decline of jurisdictional waters.

Furthermore, according to the Arborist report, no trees of significance are located within Project boundaries, as such, the Project will not conflict with any local policies or ordinances protecting biological resources. Lastly, the Project will not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Therefore, cumulative impacts related to local policies and ordinances, as well as other approved habitat conservation plans, would be less than cumulatively significant.

4.3.7 Significant Unavoidable Impacts

There are no significant unavoidable impacts with respect to Biological Resources.

4.3.8 References

City of Ontario. (1992) *City of Ontario Policy Plan*. Accessed December 30, 2020. Available at <https://www.ontarioplan.org/policy-plan/>

City of Ontario. (2020). *City of Ontario Municipal Code*. Accessed December 30, 2020. Available at: https://codelibrary.amlegal.com/codes/ontarioca/latest/ontario_ca/0-0-0-35678

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Earthwise Arborists. (2020). *Arborist Report – South Ontario Logistics Center Tree Evaluation*. April 15, 2020. Available as *Appendix C2*.

Ecological Sciences. (2020). *Focused Burrowing Owl Surveys*. Accessed April 22, 2021, Available as *Appendix C3*.

EPA. (2019). Exemptions to Permit Requirements under CWA Section 404. Accessed December 29, 2020. Available at <https://www.epa.gov/cwa-404/exemptions-permit-requirements-under-cwa-section-404>

Glenn Lukos Associates, Inc. (2019). Biological Technical Report for Off-Site Improvements in Support of Ontario Ranch Business Park Located in the Cities of Ontario and Chino San Bernardino County, California. Santa Ana, California.

Hernandez Environmental Services. (2020). *General Biological Assessment*. Accessed December 29, 2020. Available at *Appendix C1*.

Permit Program under CWA. Retrieved from: [https://www.epa.gov/cwa-404/permit-program-under-cwa-section-404#:~:text=Section%20404%20of%20the%20Clean%20Water%20Act%20\(CWA\)%20establishes%20a,the%20United%20States%2C%20including%20wetlands.&text=Proposed%20activities%20are%20regulated%20through,required%20for%20potentially%20significant%20impacts](https://www.epa.gov/cwa-404/permit-program-under-cwa-section-404#:~:text=Section%20404%20of%20the%20Clean%20Water%20Act%20(CWA)%20establishes%20a,the%20United%20States%2C%20including%20wetlands.&text=Proposed%20activities%20are%20regulated%20through,required%20for%20potentially%20significant%20impacts).

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4.4 CULTURAL RESOURCES

This section of the Draft Environmental Impact Report (Draft EIR) analyzes the potential impacts of the South Ontario Logistics Center Specific Plan Project (Project) on the surrounding cultural resources on a regional and local level, within the City of Ontario (City). Cultural resources comprise paleontological, archaeological, and historical resources. Paleontological resources are the fossilized remains of plants and animals. Archaeology is the branch of paleontology that studies human artifacts, such as places, objects, and settlements that reflect group or individual religious, cultural, or everyday activities. Historical resources include sites, structures, objects, or places that are at least 50 years old and are significant for their engineering, architecture, cultural use or association, etc. In California, historic resources cover human activities over the past 12,000 years. Cultural resources provide information on scientific progress, environmental adaptations, group ideology, or other human advancements. Refer to *Section 4.4.4, Project Impacts and Mitigation*, for legal definitions and significance thresholds associated with archaeological and historical resources. Paleontological resources are analyzed in *Section 4.6, Geology and Soils*, and Tribal Cultural Resources are analyzed in *Section 4.15, Tribal Cultural Resources*, of this Draft EIR. The evaluation of the Project site and the potential impacts on cultural resources is largely based on the following sources:

- City of Ontario Policy Plan Update EIR
- *Cultural and Paleontological Resources Assessment*; Material Culture Consulting (MCC), March 2020 (Attached as *Appendix D1*)

4.4.1 Environmental Setting

Project Site

The Project site is located on approximately 219.39-acres in San Bernardino County within the southwestern portion of the City. The Project site is bound by Eucalyptus Avenue to the north, Campus Avenue to the west, Merrill Avenue to the south, and Grove Avenue to the east. According to the assessment done for the Project site within the Specific Plan, the existing topography of the Project site is relatively flat, sloping northeast to the southwest with about 17 feet of fall of elevation. The Project site is surrounded by existing development including agricultural and low-medium residential areas. The entire proposed Project area has been repeatedly and significantly altered and disturbed for agricultural/dairy operations which initiated in 1963. Surrounding land uses contiguous to the Project site include agricultural/dairy uses to the north, west, and east. Public uses for the Chino Airport exist directly to the south. *Figure 4.8-1, Aerial Photograph*, provides an aerial view of the site and surrounding areas.

The Project site contains an operational dairy farm, George Borba and Son Dairy, and other associated improvements. The remaining structures include seven residential structures, three milking parlors, storage barns, and numerous livestock corrals. There are large existing retention ponds that collect surface waste accumulations from the dairy farming practices, including animal waste. There are three potable water wells located throughout the Project site and two above ground fuel storage tanks along with various mechanical systems for dairy production practices. The remainder of the Project site is used as irrigated cropland with berms located along the site perimeter.

A California Historical Resource Information System (CHRIS) search was conducted on the proposed Project site and the surrounding area within a 1-mile radius. The CHRIS study includes data available from the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), the California Points of Historical Interest list, the California Historical Landmarks list, the Archaeological Determinations of Eligibility list, and the California State Inventory of Historic Resources. The CHRIS records search identified nine previously recorded cultural resources within a 1-mile buffer, with no resources located within the Project Area boundaries. According to available historical sources, the Project area includes structures commonly associated with a dairy farm operation and character-defining features, to be identified as a Post 1950s Scientific, Large Capacity Dairy, but does not appear to have played a significant role in the history of dairy farming, or appear to be an important example of a large-scale, concentrated animal dairy operation in Ontario, or the Chino Valley area at state or national level.

SB330 Replacement Site

With implementation of the Project, it will create an Overlay District on an SB330 Replacement Site along the Grove Avenue Corridor (refer to *Figure 3-3*, SB330 Replacement Site), to increase the residential zoning capacity by 1,352 dwelling units, which will offset the “loss” of residential zoning capacity within the Project site. In order for this Overlay District to be approved, a Zone Change is required. The SB330 Replacement Site area is located approximately 0.3 miles north of the Project site and is generally bound by Cucamonga Avenue to the west, East Riverside Drive to the north, Comet Avenue to the east, and Edison Avenue to the south. The SB330 Replacement Site has not been previously subject to cultural resource assessment or inventory. The area may contain archaeological resources, given that the local area is known to contain native American resources (see discussion below).

Cultural Setting

Prehistoric Context

Most researchers agree that the earliest occupation for the Ontario area dates to the early Holocene (11,000 to 8,000 years ago). This discussion section also describes seven periods of prehistory—the San Dieguito Complex, the Milling Stone Horizon, the Encinitas Tradition, the La Jolla Complex, the Pauma Complex, and the San Luis Rey Complex, since these culture sequences have been used to describe archaeological manifestations in the region. The Late Prehistoric component in the area of San Bernardino County (County) was represented by the Cahuilla, Gabrielino, and Luiseño Indians.¹

Paleo Indian Period

The Paleo Indian Period is associated with the terminus of the late Pleistocene (12,000 to 10,000 Years Before Present [YBP]). The environment during the late Pleistocene was cool and moist, which allowed for glaciation in the mountains and the formation of deep, pluvial lakes in the deserts and basin lands. However, by the end of the late Pleistocene, the climate became warmer, which caused glaciers to melt, sea levels to rise, greater coastal erosion, large lakes to recede and evaporate, the extinction of Pleistocene megafauna, and major vegetation changes.² The changed climate allowed new groups of

¹ Ibid. Page 12

² Ibid.

people to migrate to and settle in the area. The earliest sites known in the area are attributed to the San Dieguito peoples, which consisted of a hunter-gatherer culture with flaked stone tool industry. The San Dieguito and other Paleo-Indians were attracted to the diverse habitat which included mountains, marshlands, and lakeshores. The material culture related to this time included scrapers, hammer stones, large flaked cores, drills, and choppers, which were used to process food and raw material.

Milling Stone Period

Around 8,000 years ago, subsistence patterns changed, resulting in a material complex consisting of an abundance of milling stones (for grinding food items) with a decrease in the number of chipped stone tools. The material culture from this time period includes large, bifacially worked dart points and grinding stones, handstones and metates. Archaeologists initially designated this period as the “Millingstone Horizon.” Later, the Millingstone Horizon was redefined as a cultural tradition named the Encinitas Tradition with various regional expressions including Topanga and La Jolla. Use by archaeologists varied as some adopted a generalized Encinitas Tradition without regional variations, while others continued to use Millingstone Horizon, and still others used Middle Holocene (the geologic time period) to indicate this observed pattern. Recently, this generalized terminology was criticized as suppressing the identification of cultural, spatial, and temporal variation, as well as the movement of peoples throughout space and time. It is these factors that are believed to be critical to an understanding of prehistoric cultural adaptation and change in this portion of southern California.

The Encinitas Tradition characteristics include abundant metates and manos, crudely made core and flake tools, bone tools, shell ornaments, very few projectile points, indicating a subsistence pattern focused on hunting and gathering a variety of floral resources. Faunal remains vary by location but include marine mammals, fish, and shellfish, as well as terrestrial animals, reptiles, and birds. The Encinitas Tradition has been redefined to have four patterns. These include the Topanga Pattern in coastal Los Angeles and Orange counties, the La Jolla Pattern in coastal San Diego County, and the Sayles or Pauma cultures in inland San Diego County extending into western San Bernardino County, where the Project is located. At approximately 3,500 years ago, Pauma groups in the general Project vicinity adopted new cultural traits which transformed the archaeological site characteristics - including mortar and pestle technology. This indicated the development of food storage, largely acorns, which could be processed and saved for the leaner, cooler months of the year.

Late Prehistoric Period

At approximately 1,500 years before present, bow and arrow technology started to emerge in the archaeological record, which also indicates new settlement patterns and subsistence systems. The local population retained the subsistence methods of the past but incorporated new materials into their day-to-day existence, as evidenced by the archaeological record. The Palomar Tradition is attributed to this time and is comprised of two larger patterns: The Peninsular Pattern in the inland areas of the northern Peninsular Ranges (e.g., San Jacinto and Santa Rosa mountains) and the northern Coachella Valley, and the San Luis Rey pattern of the Project site. Archaeological sites from this time period are characterized by soapstone bowls, arrowhead projectile points, pottery vessels, rock paintings, and evidence of cremation sites. The shift in material culture assemblages is largely attributed to the emergence of Shoshonean (Tatic-speaking) people who entered California from the east.

Historical Setting

The “Sacred Expedition” of 1769, led by Spaniard Gaspar de Portola and Franciscan Fray (or Father) Junipero Serra, started the process of colonization in Alta California, which was meant to begin the permanent settlement of Alta California, beginning in San Diego. Once the first European exploration of California occurred, the region underwent immense change. As early as 1827, Anglo-Americans were migrating into southern California. In the decades to come, California would be taken by the United States with the close of the Mexican-American War, and subsequent events such as the Civil War and California Gold Rush, would continue to shape the history of California.

Spanish Period (1769 to 1821) to Mexican Period (1821 to 1848)

The Spanish period began in 1769 with Captain Gaspar de Portolá’s land expedition and ended in 1821 with Mexican Independence. During the Spanish Period, the establishment of the Mission San Gabriel Arcángel (1771) was influential throughout the surrounding regions, using the area for cattle grazing. An asistencia was established within the area nearby in Redlands in 1819 and helped facilitate the Mission’s control of the surrounding area. However, after control of the area shifted to Mexico, secularization began throughout the area and the missions and their associated ranches began to decline. The Mexican government proceeded to push settlements of Mexican populations from the south by deeding large grants to individuals who promised to employ settlers. One such land grant was the Rancho Santa Ana del Chino.

In 1841, Antonio Maria Lugo was granted the rights to what became Rancho Santa Ana del Chino. After building an adobe house (now currently the location of Boy’s Republic in Chino Hills), Lugo turned over the management of the ranch to his son-in-law, Isaac Williams. For decades, Williams successfully grazed cattle on the 46,000 acres Rancho. Notably, Williams played a significant part of the Battle of Chino, a local skirmish during the Mexican-American War. On September 26 and 27, 1846, the Mexican army sent an advancing contingency to intercept 24 American sympathizers, led by Benjamin D. Wilson, on their way to Los Angeles. The adobe house at Rancho Santa Ana del Chino, where the sympathizers had been hiding, was set ablaze as a result of multiple attacks. The American group surrendered and, instead of execution, the group was taken to Los Angeles where they remained prisoners of war until they were eventually released.

American Period (1848 to present)

The Gold Rush of 1849 would see tremendous influx of Americans and Europeans flooding into Southern California. Rancho Santa Ana del Chino became a popular stopover for travelers of the rush. The passing of the Homestead Act of 1862 continued this increase of settlers within the region, George and William Chaffey were among these early pioneers. The Chaffey brothers bought over 6,000 acres of land in 1882 that was arid and covered by patches of scrub brush. The brothers designed a water system that connected miles of cement pipe from an underground water source to each parcel of land. This land would eventually become the cities of Ontario and Upland. George and William Chaffey derived the name of the City from their native province of Ontario in Canada. The City of Ontario was incorporated in 1891, becoming one of the earliest established towns in County. By 1903, the City was referred to as a “Model Irrigation Colony” after receiving an award at the World Fair as a “Model Colony” for innovation

in water rights and technology, which assisted in attracting settlers to the City. Charles Frankish, an early citizen of Ontario, guided and encouraged early development in the City by successfully attracting the Southern Pacific Railway to locate a depot in the center of town on Euclid Avenue, making it an important feature of the City. The establishment of the Southern Pacific Railroad depot transformed Ontario into an agricultural center. Ontario focused primarily on the citrus industry, but also grew walnuts, peaches, and grapes. There was a large gentry class of citrus growers who constructed many grand ornamental Victorian houses throughout the City.

Dairies began to be established in the region, known as Chino Valley, during the late 1890s and continued to dominate the area throughout the 20th century. During the 1920s and 1930s, middle European dairymen began settling in the area. The dairy industry flourished in the area from the 1950s through the 1980s. Concerned with many viewed as a decline in suitable agricultural land, the County of San Bernardino Board of Supervisors designated 14,000 acres of land south and west of the City as an “agricultural preserve” protected by the Williamson Act and the Land Conservation Act in 1967. With the designation of an agricultural preserve in the southwest corner of San Bernardino County, many Dutch, Basque, and Portuguese families relocated from the Artesia area, and it soon became the cornerstone of the dairy industry. By the 1980s, the area was recognized as having more cows per acre and higher milk yields than anywhere else in the world. By the 1990s, increased demand for housing and high dairy operation costs pressured farmers in the San Bernardino Agricultural Preserve to consider relocating their dairies and annexing their land to adjoining cities. Anticipating the expiration of the Williamson Act, the area was divided, and portions were incorporated into the cities of Ontario, Chino, and Chino Hills. The City of Ontario annexed 8,200 acres of the former San Bernardino Agriculture Preserve in 1999 and called the area the New Model Colony. The Local Agency Formation Commission (LAFCO) required the City to prepare a General Plan Amendment and EIR prior to annexation. In 1996, the City of Ontario began planning for annexation and adopted the New Model Colony General Plan Amendment and EIR in 1998. Today, the City of Ontario retains its history through many recognizable historic neighborhoods, buildings, and agricultural districts.

Historical Resources

The entire Project site has been disturbed and developed for agricultural and residential use. Existing residential structures observed on the Project site include the Borba main house, the manager’s house, and the Boersma house, and four single-family residences. The Project site’s existing agricultural structures include the Borba main dairy barn/milking parlor, the Borba auxiliary dairy barn/milking parlor, the Boersma dairy barn/milking parlor, an older barn, grazing fields, and structures commonly associated with a dairy farm operation. These structures possess a high level of physical and historical integrity and meet the minimum character-defining features to be identified as a Post-1950s Scientific, Large Capacity Dairy and 1960s-1980s Ranch architectural style homes under the New Model Colony (Ontario Ranch) Dairy Historic Context, but does not appear to have played a significant role in the history of dairy farming, or appear to be an important example of a large-scale, concentrated animal dairy operation in the City, or the Chino Valley area at a state or national level. *Figure 4.8-1, Aerial Photograph*, provides an aerial view of the site and surrounding areas. However, the Borba Main house and Boersma main house and associated milk barn do appear to meet consideration for listing on the local historic resource inventory as guided by the City and for the purpose of this analysis.

Federal and State Criteria

Pursuant to the National Register of Historic Places (NRHP) and/or CRHR criterion relating to the Borba & Son Dairy Farm property's association with significant historical events that exemplify broad patterns of our history, the subject property does not qualify as a significant resource under Criteria A/1. While the history of the Borba & Son Dairy Farm with the development of the dairy industry in Chino Valley-Ontario is important, the Borba & Son Dairy was not specifically identified in research as the site of an event important to the history of large-scale dairy farming in California, or the United States. There is no evidence that the Borba & Son Dairy Farm property is eligible for listing under NRHP Criterion A or CRHR Criterion 1.

Pursuant to NRHP and CRHR criteria relating to the Borba & Son Dairy's association with the lives of persons significant in our past, the property does not qualify as a significant resource under NRHP Criterion B or CRHR Criterion 2. This criterion is used to determine if George A. Borba Sr. is directly associated with the development and history of large-scale dairy farming in the mid-twentieth century, or if he was important in the settlement of Chino Valley or Ontario. While George A. Borba Sr. was very active in local, regional, and even statewide organizations associated with the dairy industry and related subjects, research did not reveal that his activities were demonstrably important on a national or state level. However, George A. Borba, Sr. services and contributions to the development of local and regional communities located within the Chino Valley area and Ontario are clearly noted. In 1974 George A. Borba Sr., his brother John Borba, and a few others founded Chino Valley Bank (CVB) where George A. Borba Sr. served as Chairman of the Board for 38 years. CVB Financial Corp. ("CVBF") became the holding company for Citizens Business Bank in 1996. CVBF is one of the 10 largest bank holding companies headquartered in California with over \$14 billion in total assets, 57 banking centers and 3 trust office locations serving the Inland Empire, Los Angeles County, Orange County, San Diego County, Ventura County, Santa Barbara County, and the Central Valley area of California. George A. Borba Sr. served as president, director or vice president of the California Milk Producers Cooperative; Los Angeles Mutual Dairyman's Association, Challenge Creamery Association and Chino Jr. Fair Association. He was a member of the Portuguese DES Association and was a former Fire Commissioner. In addition, George served as President of California Milk Marketing Agency and was a member of the Alliance of Western Milk Producers. He also served for 22 years as Director of the Inland Empire Utilities Agency.

Pursuant to the NRHP and CRHR criteria relating to the distinctive characteristics of a type, period, region, or method of construction, the Borba & Son Dairy does not appear to be eligible for listing as a significant Large Capacity Dairy under NRHP Criterion C or CRHR Criterion 3. The Borba & Son Dairy Farm property is an example of a Large Capacity Dairy constructed in Ontario in 1963. The design of a Large Capacity Dairy had been developed over 50 years of both technical improvements in milking machinery and the handling of dairy cows. The Large Capacity Dairies were simply an expansion of the dairy operations built soon after World War II, which brought together the improved hygienics of milking operations with the use of mechanical milking parlors. Large-scale dairy farms had been established, constructed, and operated in Southern California and the Chino Valley Dairy region since the early 1950s, and Borba & Son Dairy was not found to be a pioneer of large-scale dairy management. Borba & Son Dairy built an operation whose success was insured by following the example of the layout and management of other regional farms and industry guidelines. However, the former Boersma main house and milk barn are a good example of the

Post 1950s- Scientific, Large Capacity Dairies found within the local Dairy Context. The Borba & Son Dairy as a whole operation does not present any significant contributions to the history of Large Capacity Dairies that would warrant it being eligible for listing as a significant property under Criterion C/3.

Evaluation of the Ranch style house of the Borba & Son Dairy Farm property per National Register and California Register Criteria

The Main House of the Borba & Son Dairy has not been found to meet the criteria to be listed in the NRHP or CRHR. The Main House of Borba & Son Dairy has not been found to have been associated with events that have made a significant contribution to the broad pattern of dairy farm ranch houses, or to the cultural history of dairy farming, in Chino Valley-Ontario, California, or the United States. The Main House of Borba & Son Dairy has not been found to have been directly associated with persons important to the dairy farm industry in Ontario, California, or the United States. The Main House of Borba & Son Dairy does not present a Contemporary Ranch style residence of high artistic values, or a design that contributes to the national or regional discussion regarding Contemporary Ranch style houses constructed in 1963.

City of Ontario Criteria

Criteria 1. It has Yielded or is Likely to Yield Information Important to the City's History or Prehistory.

The City has provided direction on eligibility for listing on the local historic resource inventory with consideration of the NMC Dairy historic context. Under the themes of a "Post 1950, Scientific, Large Capacity Dairy" and "Ranch Style houses," the Borba & Son Dairy meets the minimum characteristics for possessing the physical attributes of a large-scale dairy operation and Ranch style houses, but it does not appear to have the capacity to be determined a significant individual property as a contributor to the history of dairy farming in the City. As stated above, the Main House of Borba & Son Dairy does not have significance to the events of dairy farm ranch houses, or to the cultural history of dairy farming, in Chino Valley-Ontario, California, or the United States. The Main House of Borba & Son Dairy is not directly associated with persons important to the dairy farm industry in the City, California, or the United States.

Prior to 1950, the dairy farms in the Chino Valley area were primarily owned and operated by a single family, with some hired hands to supplement the family's involvement. Even with the advent of modern milking equipment, improved feeding and animal husbandry, the dairy farms continued to resemble those of the early twentieth century, with the cow's able graze in pastures and the farms make a visual connection to the early days of settlement in the City and the Chino Valley.

After World War II, the pressure from urban development, high price of land, and loss of interest by the younger generations of dairy farmers, forced dairy farmers in the New Model Colony Area to adapt to the modern livestock business plan of operating, what is called in common terminology, a factory farm. The Borba & Son Dairy can accommodate approximately 3,000 head of cattle on the property, with approximately 1,500 head being milked on a daily basis due to the improvement of technology, and the three dairy barns located on the farm. A factory farm is considered:

"An operation is defined as an animal feeding operation, or AFO, if the facility confines, stables, or feeds animals for 45 days or more in a 12-month period, and a ground cover of vegetation is not sustained over

at least 50 percent of the confinement area. An operation is defined as a concentrated animal feeding operation, or CAFO, if it meets the definition of an AFO and also confines more than 1,000 animal units (1,000 animal units is equal to 700 dairy cows)³.”

Criterion A. It Exemplifies or Reflects Special Elements of the City’s History.

Evaluating the property under the City of Ontario criteria for historic landmarks, the property of the Borba & Son Dairy has not been found to exemplify or reflect special elements of the City’s history. The “Post 1950, Scientific, Large Capacity Dairies” were identified in the “New Model Colony Historic Context” not for their contribution to the post World War II development of the City of Ontario, but rather that the advancements of dairy management and technology allowed for farmers to milk a greater number of cows in a 24-hour period. Farmers expanded the size of their cattle pens to hold more head of cattle, and that in turn allowed a dairy farmer to sell more milk. There may have been technological improvements which contributed to the amount of milk produced in southern California, but we find no evidence that the activities of the Borba & Son Dairy operations presented any special elements to the City’s history.

Criterion B. It is Identified with Persons or Events Significant in Local, State, or National History.

The Borba & Son Dairy has not been identified with persons or events significant in local, state, or national history. George A. Borba was very active in his community; both in civic and industry activities. His contributions were substantial and have contributed to the development of the dairy industry and Chino Valley community, including Ontario. The George A. Borba main house is associated with a significant person in local history.

Criterion C. It is Representative of the Work of a Notable Builder, Designer, Architect, or Artist.

Research failed to identify the architect or builder of the Borba & Son Dairy. However, these types of large-scale dairy operations were being constructed across California, and in many parts of the United States, since the end of World War II. Per the USDA, there are over 450,000 AFOs in the United States in 2017, of which dairy operations make up a large percentage of the total number.

Criterion D. It Embodies Distinguishing Characteristics of a Style, Type, Period, or Method of Construction.

The Borba & Son Dairy property has been noted as having high integrity as an example of a “Post 1950 Scientific, Large Capacity Dairy” and a “Ranch Style House.”, The Borba main house and the former Boersma main house and associated dairy on the Borba & Son Dairy Farm property are important examples of the style, layout, and function that represents an important period in the history of the City’s dairy industry with the period of significance dating in 1960.

The Boersma main house and associated dairy also constructed in the Ranch style appear to have features which exemplify Dutch influences and are evident in the diamond pattern windows (on the milk barn), extended eaves, roof girders, curved knee brackets, rafter tails, and pyramid roof protruding roofline. The windows on the house have been replaced with vinyl hung, but the openings appear to be unaltered. The

³ United States Department of Agriculture. (2019). Retrieved from:
<https://www.nrcs.usda.gov/wps/portal/nrcs/main/national/plantsanimals/livestock/afo/>

breezeway connecting wings of the house appears to have been enclosed with a door and glass block sidelights, but the overall integrity of the house remains high.

The Borba main house was constructed in a “modern” Ranch architectural style and exhibits distinguishing mid-century architectural elements such as the irregular floor plan, trapezoidal-shaped clerestory lights under the gable eave, narrow vertical banding, large picture windows, and decorative concrete block screen walls. Under the context, the Ranch style home is significant because it signifies an increase in prosperity which occurred as a result of increased dairy productions. Unlike several “tract” housing developments that were booming across the United States, a prominent dairy farmer was not limited by a suburban small lot and could build an expansive custom designed home.

The Borba main house and Boersma main house and associated milk barn appear to be eligible for local listing under Criteria D.

Criterion E. It is Noteworthy Example of the Use of Indigenous Materials or Craftsmanship.

The buildings and structures of the Borba & Son Dairy do not exhibit noteworthy examples of the use of indigenous materials or craftsmanship.

Criterion F. It Embodies Elements That Represent A Significant Structural, Engineering, or Architectural Achievement or Innovation.

The Borba & Son Dairy property does not embody elements that represent significant dairy technology, or design of a factory farm, constructed in the 1960s. The Borba & Son Dairy Farm operation presents the type of large-scale, dry lot, milking operation widely used across California where urban growth pushes against agrarian interests. (And why the Williamson Act was enacted to protect agricultural and open space land.)

Criterion G. It has a Unique Location, a Singular Physical Characteristic, or is an Established and Familiar Visual Feature of a Neighborhood, Community of the City.

The Main House and Dairy Barns of Borba & Son Dairy are not located in a unique location. The farm is just one of many dating from the 1960s that are still located in the Chino Valley-Ontario area.

Criterion H. It is One of the Few Remaining Examples in the City, Region, State, or Nation Possessing Distinguishing Characteristics of an Architectural or Historical Type or Specimen.

Large capacity dairies continue to operate across California. Many of the dairy farmers who are leaving the Chino Valley area are moving north to Tulare, Merced, and Kern Counties. They are constructing dairy operations that are based upon the same basic physical design, but are being outfitted with technologically advanced milking, animal husbandry, and herd control devices.

California Historic Resources Inventory System and Cultural Background Research

On September 18, 2018, MCC conducted a search of the California Historical Resource Information System (CHRIS) at the South-Central Coast Information Center (SCCIC). On January 29, 2020, MCC conducted a supplemental search at SCCIC for the Phase II (future development) Project area. The search covered any

previously recorded cultural resources and investigations within a 1-mile radius of the Project area. The CHRIS search also included a review of the NRHP, the CRHR, the California Points of Historical Interest list, the California Historical Landmarks list, the Archaeological Determinations of Eligibility list, and the California State Inventory of Historic Resources. These searches revealed sites of historic and cultural significance, which are discussed further below. The Project site includes the Borba main house, the manager's house, the Boersma house, the Borba main dairy barn/milking parlor, the Borba auxiliary dairy barn/milking parlor, the Boersma dairy barn/milking parlor, four single-family residences, an older barn, and structures associated with a dairy farm operation. The buildings and structures of the George Borba & Son Dairy property are all situated within the Specific Plan area. The George Borba & Son Dairy property has met the aspects of physical integrity, and character-defining features, to be identified as a Post 1950s Scientific, Large Capacity Dairy, but does not appear to have played a significant role in the history of dairy farming, or appear to be an important example of a large-scale, concentrated animal dairy operation in Ontario, or the Chino Valley area.

4.4.2 Regulatory Setting

Federal

National Register Bulletin 38⁴

The National Park Service (NPS) has prepared guidelines to assist in the documentation of Traditional Cultural Properties (TCPs) by public entities. While it is federal guidance, it serves as the best and most recognized guidance for identifying TCPs. National Register Bulletin (NRB) 38 is intended to be an aid in determining whether properties have traditional cultural significance and if they are eligible for inclusion in the NRHP. It is also intended to assist federal agencies, State Historic Preservation Offices (SHPO), Certified Local Governments, tribes, and other historic preservation practitioners who need to evaluate such properties when considering their eligibility for the NRHP as part of the review process prescribed by the Advisory Council on Historic Preservation (ACHP).

National Historic Preservation Act §106

The National Historic Preservation Act (NHPA) was passed in 1966 and is codified in Title 16, Section 470 et seq. of the U.S. Code (USC). The goal of the Act is to ensure federal agencies act as responsible stewards of our nation's resources when their actions affect historic properties. Among the regulations of the NHPA, Section 106 requires federal agencies to consider the effects of their undertakings on historic properties and afford the Advisory Council on Historic Properties (ACHP) a reasonable opportunity to comment. The historic preservation review process mandated by Section 106 is outlined in regulations issued by ACHP. See Title 36 Code of Federal Regulations (CFR) Part 800, "Protection of Historic Properties."

Section 106 applies when two thresholds are met: 1) there is a federal or federally licensed action, including grants, licenses and permits, and 2) that action has the potential to affect properties listed in or eligible for listing in the NRHP. Section 106 requires each federal agency to identify and assess the effects of its actions on historic resources. The responsible federal agency must consult with appropriate state and local officials, Indian Tribes, applicants for federal assistance and members of the public, and consider

⁴ National Register Bulletin 38. (1992). Retrieved from: <https://www.nps.gov/subjects/nationalregister/upload/NRB38-Compleweb.pdf>

their views and concerns about historic preservation issues when making final Project decisions. The agency should also plan to involve the public and identify any other potential consulting parties. If the agency determines that it has no undertaking or that its undertaking is a type of activity that has no potential to affect historic properties, the agency has no further Section 106 obligations.

Pursuant to Section 106, impacts to a cultural site or artifact must be declared “significant,” “potentially significant” or “not significant.” Under NHPA regulations, impacts to “significant” archeological sites must be mitigated for, while “not significant” archeological remains need not. A “potentially significant” determination is utilized when there is not enough information to make a conclusive ruling. NHPA mitigation would not be necessary for archeological sites avoided during development.

The Project is not anticipated to be subject to the federal permitting processes under “§106 review,” as there are no anticipated federal actions or approvals that would be required, which would trigger compliance under §106 of the National Historic Protection Act (NHPA). Under the NHPA, federal agencies are required to consider the effects of their actions on places that are listed, or eligible for listing, in the NRHP.

Natural Register of Historic Places

The NRHP was established by the NHPA as “an authoritative guide to be used by federal, State, and local governments, private groups and citizens to identify the Nation’s historic resources and to indicate what properties should be considered for protection from destruction or impairment” (Code of Federal Regulation [CFR] 36 §60.2). The NRHP recognizes both historical-period and prehistoric archaeological properties that are significant at the national, state, and local levels.

To be eligible for listing in the NRHP, a resource must be significant in American history, architecture, archaeology, engineering, or culture. Districts, sites, buildings, structures, and objects of potential significance must meet one or more of the following four established criteria (U.S. Dept. of the Interior, 1995):

- 1.) Are associated with events that have made a significant contribution to the broad patterns of our history;
- 2.) Are associated with the lives of persons significant in our past;
- 3.) Embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- 4.) Have yielded, or may be likely to yield, information important in prehistory or history.

Unless the property possesses exceptional significance, it must be at least 50 years old to be eligible for listing in the NRHP (U.S. Dept. of the Interior, 1995). In addition to meeting the criteria of significance, a property must have integrity. Integrity is defined as “the ability of a property to convey its significance” (U.S. Dept. of the Interior, 1995). The NRHP recognizes seven qualities that, in various combinations, define integrity: location, design, setting, materials, workmanship, feeling, and association. To retain

historic integrity a property must possess several, and usually most, of these seven aspects. Thus, the retention of the specific aspects of integrity is paramount for a property to convey its significance.

Archaeological Resources Protection Act

The Archaeological Resources Protection Act of 1979 regulates the protection of archaeological resources and sites on federal and Indian lands.

State

California Environmental Quality Act

California public agencies must consider the effects of their actions on both “historical resources” and “unique archaeological resources.” Pursuant to Public Resources Code (PRC) §21084.1, a “project that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment.” PRC §21083.2 additionally requires agencies to determine whether proposed projects would have effects on “unique archaeological resources.”

“Historical resource” is a term with a defined statutory meaning. Under California Code of Regulations (CCR), Title 14, Chapter 3 (California Environmental Quality Act [CEQA] Guidelines), §15064.5(a) “historical resource” includes the following:

A resource listed in or determined to be eligible by the State Historical Resources Commission (SHRC), for listing in the CRHR (PRC §5024.1 and Title 14 CCR, §4850 et seq.).

A resource included in a local register of historical resources, as defined in §5020.1(k) of the PRC or identified as significant in a historical resource survey meeting the requirements of §5024.1(g) of the PRC, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.

Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be a historical resource, provided the lead agency’s determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be “historically significant” if the resource meets the criteria for listing on the CRHR (PRC §5024.1 and Title 14 CCR §4852) including the following:

- **Criterion 1** - Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
- **Criterion 2** - Is associated with the lives of persons important in our past;
- **Criterion 3** - Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or

- **Criterion 4** - Has yielded, or may be likely to yield, information important in prehistory or history.

CEQA addresses significant impacts to historical resources. “A project with an effect that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment. Substantial adverse change in the significance of a historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired.” (State CEQA Guidelines §15064.5(b)(1)).

CEQA also requires agencies to consider whether projects will affect “unique archaeological resources.” PRC §21083.2, subdivision (g), states that “‘unique archaeological resources’ means an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

1. Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information.
2. Has a special and quality such as being the oldest of its type or the best available example of its type.
3. Is directly associated with a scientifically recognized, important prehistoric or historic event or person.”

California Public Records Act

Sections 6254(r) and 6254.10 of the California Public Records Act (Government Code §6250 et seq.) were enacted to protect archaeological sites from unauthorized excavation, looting, or vandalism. §6254(r) explicitly authorizes public agencies to withhold information from the public relating to “Native American graves, cemeteries, and sacred places and records of Native American places, features, and objects... maintained by, ..., the Native American Heritage Commission...”. §6254.10 specifically exempts from disclosure requests for “records that relate to archaeological site information and reports maintained by, or in the possession of, the Department of Parks and Recreation, the State Historical Resources Commission, the State Lands Commission, the [NAHC], another state agency, or a local agency, including the records that the agency obtains through a consultation process between a California Native American tribe and a state or local agency.”

California Public Resources Code

Archaeological, paleontological, and historical sites are protected under a wide variety of state policies and regulations in the California Public Resources Code (PRC §§5020 to 5029.5, PRC §§5079 to 5079.65, and PRC §§5097.9 to 5097.991). In addition, cultural and paleontological resources are recognized as nonrenewable resources and receive protection under the PRC and CEQA.

PRC §§5020 to 5029.5 continued the former Historical Landmarks Advisory Committee as the SHRC. The commission oversees the administration of the CRHR and is responsible for designating State Historical Landmarks and Historical Points of Interest.

PRC §§5079 to 5079.65 define the functions and duties of the Office of Historic Preservation (OHP), which administers federal- and state-mandated historic preservation programs in California as well as the California Heritage Fund.

PRC §§5097.9 to 5097.991 provide protection to Native American historical and cultural resources and sacred sites; identify the powers and duties of the NAHC; require that descendants be notified when Native American human remains are discovered; and provide for treatment and disposition of human remains and associated grave goods.

California Register of Historical Resources

Created in 1992 and implemented in 1998, the CRHR is “an authoritative guide in California to be used by state and local agencies, private groups, and citizens to identify the state’s historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change” (PRC §5024.1). Certain properties, including those listed in or formally determined eligible for listing in the NRHP and CHL numbered 770 and higher, are automatically included in the CRHR. Other properties recognized under the California Public Health Institute (PHI) program, identified as significant in historical resources surveys or designated by local landmarks programs, may be nominated for inclusion in the CRHR. A resource, either an individual property or a contributor to a historic district, may be listed in the CRHR if the SHRC determines that it meets any of the following criteria, which are modeled on NRHP criteria:

- **Criterion 1:** It is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage.
- **Criterion 2:** It is associated with the lives of persons important in our past.
- **Criterion 3:** It embodies the distinctive characteristics of a type, period, region, or method of construction; represents the work of an important creative individual; or possesses high artistic values.
- **Criterion 4:** It has yielded, or may be likely to yield, information important in history or prehistory.

According to 14 CCR §4852(a), types of resources eligible for nomination:

- 1) **Building.** A resource, such as a house, barn, church, factory, hotel, or similar structure created principally to shelter or assist in carrying out any form of human activity. “Building” may also be used to refer to a historically and functionally related unit, such as a courthouse and jail or a house and barn;
- 2) **Site.** A site is the location of a significant event, a prehistoric or historic occupation or activity, or a building or structure, whether standing, ruined, or vanished, where the location itself possesses historical, cultural, or archaeological value regardless of the value of any existing building, structure, or object. A site need not be marked by physical remains if it is the location of a prehistoric event, and if no buildings, structures, or objects marked it at that time. Examples of such sites are trails, designed landscapes, battlefields, habitation-sites, Native American ceremonial areas, petroglyphs, and pictographs;

- 3) **Structure.** The term “structure” is used to describe a construction made for a functional purpose rather than creating human shelter. Examples of structures include mines, bridges, and tunnels;
- 4) **Object.** The term “object” is used to describe those constructions that are primarily artistic in nature or are relatively small in scale and simply constructed, as opposed to a building or a structure. Although it may be moveable by nature or design, an object is associated with a specific setting or environment. Objects should be in a setting appropriate to their significant historic use, role, or character. Objects that are relocated to a museum are not eligible for listing in the California Register. Examples of objects include fountains, monuments, maritime resources, sculptures, and boundary markers; and
- 5) **Historic district.** Historic districts are unified geographic entities which contain a concentration of historic buildings, structures, objects, or sites united historically, culturally, or architecturally. Historic districts are defined by precise geographic boundaries. Therefore, districts with unusual boundaries require a description of what lies immediately outside the area, in order to define the edge of the district and to explain the exclusion of adjoining areas. The district must meet at least one of the criteria for significance discussed in §4852(b)(1)-(4) of this chapter.

Under PRC §5024.1 and 14 CCR §4852(c), a cultural resource must retain integrity to be considered eligible for the CRHR. Specifically, it must retain enough character or appearance to be recognizable as a historical resource and convey reasons of significance. Integrity is evaluated with regard to retention of such factors as location, design, setting, materials, workmanship, feeling, and association. Cultural sites that have been affected by ground-disturbing activities, such as agricultural activities and off-road vehicle use (both of which occur within the Project site), often lack integrity because they have been directly damaged or removed from their original location, among other changes.

Typically, a prehistoric archaeological site in California is recommended eligible for listing in the CRHR based on its potential to yield information important in prehistory or history (Criterion 4). Important information includes chronological markers such as projectile point styles or obsidian artifacts that can be subjected to dating methods or undisturbed deposits that retain their stratigraphic integrity. Sites such as these have the ability to address research questions.

California Historical Landmarks

California Historical Landmarks (CHLs) are buildings, structures, sites, or places that have anthropological, cultural, military, political, architectural, economic, scientific or technical, religious, experimental, or other value and that have been determined to have statewide historical significance by meeting at least one of the criteria listed below. The resource also must have written consent of the property owner; be recommended by the SHRC; and be officially designated by the Director of California State Parks. The specific standards now in use were first applied in the designation of CHL No. 770. CHLs numbered 770 and above are automatically listed in the CRHR.

To be eligible for designation as a CHL, a resource must meet at least one of the following criteria:

- It is the first, last, only, or most significant of its type in the state or within a large geographic region (northern, central, or southern California);

- It is associated with an individual or group having a profound influence on the history of California; or,
- It is a prototype of, or an outstanding example of, a period, style, architectural movement, or construction or is one of the more notable works or the best surviving work in a region of a pioneer architect, designer, or master builder.

California Historical Resource Status Codes

In order to be considered as significant, a resource must meet at least one of the above-listed NRHP or CRHR criteria and retain enough integrity to support its period of significance and association within a historical context. A resource is assigned a CHR status code following evaluation, which identifies its significance level. The status codes and descriptions are:

1. Properties listed in the NRHP or the CRHR.
2. Properties determined eligible for listing in the NRHP or CRHR.
3. Appears eligible for NRHP or CRHR through survey evaluation.
4. Appears eligible for NRHP or CRHR through other evaluation.
5. Properties recognized as historically significant by local government.
6. Not eligible for listing or designation as specified.
7. Not evaluated for NRHP or CRHR or needs re-evaluation.

Typically, resources designated as CHR Status Code 6 are determined ineligible for designation under any criteria and are not considered historical resources under. However, there are several subcategories that exist within each of the status codes that allow for various exemptions, such as whether a resource contributes to a Historic District.

California Historic Building Code (CHBC)

The CHBC provides guidelines for the preservation, restoration, rehabilitation, relocation, and reconstruction of buildings or structures designated as qualified historical buildings or properties by a local, state, or federal jurisdiction, as defined by CHBC §8-218. The CHBC provides guidelines for long-term preservation efforts of qualified historical buildings or properties to allow owners to make improvements for access for persons with disabilities; to provide a cost-effective approach to preservation; and, to ensure overall safety of affected occupants or users.

As defined by the CHBC, a “qualified historical building” is “any building, site, structure, object, district, or collection of structures, and their associated sites, deemed of importance to the history, architecture, or culture of an area by an appropriate local, state, or federal governmental jurisdiction. This includes designated buildings or properties on, or determined eligible for, official national, state, or local historical registers or official inventories, such as the NRHP, CRHR, CHLs, California PHI, and officially adopted city

or county registers, inventories, or surveys of historical or architecturally significant sites, places, or landmarks.”⁵

California Health and Safety Code §, 7050.5 and 7052

State Health and Safety Code (HSC), §7050.5, declares that, in the event of the discovery of human remains outside of a dedicated cemetery, all ground disturbance must cease, and the county coroner must be notified. HSC §7052 establishes a felony penalty for mutilating, disinterring, or otherwise disturbing human remains, except by relatives.

More precisely, if human remains are encountered, §7050.5 states that:

- a) “Every person who knowingly mutilates or disinters, wantonly disturbs, or willfully removes any human remains in or from any location other than a dedicated cemetery without authority of law is guilty of a misdemeanor, except as provided in §5097.99⁶ of the Public Resources Code. The provisions of this subdivision shall not apply to any person carrying out an agreement developed pursuant to subdivision (l) of §5097.94⁷ of the Public Resources Code or to any person authorized to implement §5097.98⁸ of the Public Resources Code.
- b) In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the human remains are discovered has determined, in accordance with Chapter 10 (commencing with §27460) of Part 3 of Division 2 of Title 3 of the Government Code⁹, that the remains are not subject to the provisions of §27491¹⁰ of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in §5097.98¹¹ of the PRC. The coroner shall make his or her determination within two working days from the time the person responsible for the excavation, or his or her authorized representative, notifies the coroner of the discovery or recognition of the human remains.

⁵ California Historic Building Code (Sections 18950 to 18962 of Division 13, Part 2.7 of California Health and Safety Code).

⁶ State of California. (2011). PRC Section 5097.99. Retrieved from State of California Website: http://leginfo.ca.gov/faces/codes_displaySection.xhtml?sectionNum=5097.99.&lawCode=PRC. Accessed July 15, 2019.

⁷ State of California. (2019). PRC Section 5097.94. Retrieved from State of California Website: http://leginfo.ca.gov/faces/codes_displaySection.xhtml?sectionNum=5097.94.&lawCode=PRC. Accessed July 24, 2019.

⁸ State of California (2010). PRC Section 5097.98. Retrieved from State of California Website: http://leginfo.ca.gov/faces/codes_displaySection.xhtml?sectionNum=5097.98.&lawCode=PRC. Accessed July 24, 2019.

⁹ State of California. (1947). GC Chapter 10. Retrieved from State of California Website: https://leginfo.ca.gov/faces/codes_displayexpandedbranch.xhtml?lawCode=GOV&division=2.&title=3.&part=3.&chapter=10.&article=1.&goUp=Y. Accessed July 15, 2019.

¹⁰ State of California. (2016). GC Section 27491. Retrieved from State of California Website: https://leginfo.ca.gov/faces/codes_displaySection.xhtml?sectionNum=27491.&lawCode=GOV. Accessed July 24, 2019.

¹¹ State of California. (2010). PRC Section 5097.98. Retrieved from State of California Website: https://leginfo.ca.gov/faces/codes_displaySection.xhtml?sectionNum=5097.98.&lawCode=PRC. Accessed July 24, 2019.

If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes the human remains to be those of a Native American, or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the NAHC.”¹²

PRC §5097.91, PRC §5097.98, PRC §5097.94 and the NAHC

PRC §5097.91 established the NAHC, the duties of which include inventorying places of religious or social significance to Native Americans and identifying known graves and cemeteries of Native Americans on private lands. PRC §5097.98 specifies a protocol to be followed when the NAHC receives notification of a discovery of Native American human remains from a county coroner.

PRC §5097.94 establishes the powers and duties of the NAHC, including, but not limited to:

- a) To identify and catalog places of special religious or social significance to Native Americans and known graves and cemeteries of Native Americans on private lands. The identification and cataloging of known graves and cemeteries shall be completed on or before January 1, 1984. The commission shall notify landowners on whose property the graves and cemeteries are determined to exist and shall identify the Native American group most likely descended from those Native Americans who may be interred on the property.
- b) To make recommendations relative to Native American sacred places that are located on private lands, are inaccessible to Native Americans, and have cultural significance to Native Americans for acquisition by the state or other public agencies for the purpose of facilitating or assuring access thereto by Native Americans.
- c) To make recommendations to the Legislature relative to procedures that will voluntarily encourage private property owners to preserve and protect sacred places in a natural state and to allow appropriate access to Native American religionists for ceremonial or spiritual activities.

For a complete list of powers and duties, visit:

https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=PRC§ionNum=5097.94.

California Penal Code §622.5

California Penal Code §622.5 provides misdemeanor penalties for injuring or destroying objects of historic or archaeological interest located on public or private lands but specifically excludes the landowner.

California Penal Code §622.5

California Penal Code §622.5, provides misdemeanor penalties for injuring or destroying objects of historic or archaeological interest located on public or private lands but specifically excludes the landowner.

¹² State of California. (1987). Health and Safety Code Section 7050.5. Retrieved from State of California Website: http://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=HSC§ionNum=7050.5. Accessed October 24, 2019.

Local

City of Ontario Development Code

The City of Ontario Development Code Chapters 4 and 7 establish the City's scope of historic preservation activities and is the primary body of local law relating to historic preservation. Division 7.01 includes the purpose and authority for historic preservation, and Division 4.02 includes criteria for local historic designation and procedures for the alteration or demolition of historic properties.

Properties may be designated at the local level as Historic Landmarks or Districts. The Historic Preservation Commission maintains an inventory of historic properties that are eligible to apply for placement on the City's List of Designated Historic Landmarks or Districts. Any property owner may request the designation of a Historical Resource as a Historic Landmark or District by applying to the City's Planning Department.

Pursuant to Development Code §4.02.040, a property that meets one or more of the following criteria is eligible to be placed on the City's List of Historic Landmarks and Districts as a Landmark:

- 1) It meets the criteria for listing in the NRHP; or
- 2) It meets the criterion for listing in the CRHR; or
- 3) It meets one or more of the following criteria:
 - a. It exemplifies or reflects special elements of the City's history;
 - b. It is identified with persons or events significant in local, state, or national history;
 - c. It is representative of the work of a notable builder, designer, architect, or artist;
 - d. It embodies distinguishing characteristics of a style, type, period, or method of construction;
 - e. It is noteworthy example of the use of indigenous materials or craftsmanship;
 - f. It embodies elements that represent a significant structural, engineering, or architectural achievement or innovation;
 - g. It has a unique location, a singular physical characteristic, or is an established and familiar visual feature of a neighborhood, community of the City; or
 - h. It is one of the few remaining examples in the City, region, state, or nation possessing distinguishing characteristics of an architectural or historical type or specimen.
 - i. It has yielded or is likely to yield information important to the City's history or prehistory.

Pursuant to Development Code §4.02.040, any neighborhood or area that meets one or more of the following criteria is eligible to be placed on the City's List of Historic Landmarks and Districts as a District:

- 1) Is a geographically definable area possessing a concentration of Historical Resources or thematically related grouping of structures which contribute to each other and are unified by plan, style, or physical development; and embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master and possesses high artistic values;

- 2) Reflects significant geographical patterns, including those associated with different eras of settlement and growth, particular transportation modes, or distinctive examples of a park landscape, site design, or community planning;
- 3) Is associated with, or the contributing resources are unified by events that have a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States; or
- 4) The historic resource is, or the contributing resources are associated with lives of persons important to Ontario, California, or national history.

Landmarks and Districts listed in the NRHP or the CRHR are automatically placed on the City's List of Historic Landmarks and Districts. In addition to the criteria listed above that refer to the historical significance of the resource, the City also requires Landmarks and Districts to have integrity for the time in which they are significant.

The City requires that EIRs associated with Specific Plans in Ontario Ranch (Formerly New Model Colony) must consider Galvin's findings and address impacts to historical resources. Therefore, this EIR's analysis of the resources on the Project site considers the contextual aspects of the NMC Historic Context with an analysis of the Project.

City of Ontario Policy Plan

The Ontario Plan (TOP) is the main planning vision for the City of Ontario. TOP considers the growth of the City within six areas of focus:

1. Vision
2. Government Manual
3. Policy Plan
4. City Council Priorities
5. Implementation, and
6. Tracking and Feedback

Included in the Ontario Policy Plan is a Community Design Element which describes goals and policies which act as a framework that would guide the City's future growth.

Community Design Element

Goal CD4 **Historic buildings, streets, landscapes and neighborhoods, as well as the story of Ontario's people, businesses, and social and community organizations, that have been preserved and serve as a focal point for civic pride and identity.**

Policy CD4-1 Cultural Resource Management. Update and maintain an inventory of historic sites and buildings, professional collections, artifacts, manuscripts, photographs, documents, maps, and other archives.

4.4.3 Thresholds of Significance

According to Appendix G of the *State CEQA Guidelines*, a project would have a significant effect on the environment if the Project would:

- 1) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5;
- 2) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5; or
- 3) Disturb any human remains, including those interred outside of formal cemeteries.

Historical Resources

State CEQA Guidelines §15064.5 provides direction on determining significance of impacts to archaeological and historical resources. Generally, a resource shall be considered “historically significant” if the resource meets the criteria for listing on the CRHR.

- 1) Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage;
- 2) Is associated with the lives of persons important in our past;
- 3) Embodies the distinctive characteristics of a type, period, region or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
- 4) Has yielded, or may be likely to yield, information important in prehistory or history. (PRC §5024.1; 14 CCR §4852)

The fact that a resource is not listed in the CRHR, not determined to be eligible for listing, or not included in a local register of historical resources does not preclude a lead agency from determining that it may be a historical resource. The City is a Certified Local Government (CLG) that is required to review historic resource surveys and make determination of eligibility for listing on an ongoing basis as part of the implementation of the certified historic preservation program.

4.4.4 Plans, Programs, and Policies

PPP CUL-1 Cultural and paleontological resources are recognized as nonrenewable resources and receive protection under the PRC and CEQA.

PPP CUL-2 Native American historical and cultural resources and sacred sites are protected under PRC §§5097.9 to 5097.991, which require that descendants be notified when Native American human remains are discovered and provide for treatment and disposition of human remains and associated grave goods.

PPP CUL-5 If human remains are discovered within a project site, disturbance of the site must stop until the coroner has investigated and made recommendations for the treatment and disposition of the human remains to the person responsible for the excavation, or to his or her authorized representative. If the coroner has reason to believe the human remains are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission (California Health and Safety Code §7050.5).

Methodology and Assumptions

The Project is evaluated against the significance criteria/thresholds as the basis for determining the impact's level of significance concerning cultural and tribal resources. This analysis considers the existing regulatory framework (i.e., laws, ordinances, regulations, and standards) that avoid or reduce the potentially significant environmental impacts. Where significant impacts remain despite compliance with the regulatory framework, feasible mitigation measures are recommended, to avoid or reduce the potentially significant environmental impacts. The cultural evaluations were conducted in compliance with California PRC §5024.1 to identify prehistoric, archaeological and historic resources in the Project site area and evaluate potential impacts that could result from implementation of this part of the Project. Due to the confidential nature of the location of cultural resources, these reports do not include maps or location descriptions. MCC searched records available from the NRHP, the CRHR, the California Points of Historical Interest List, the California Historical Landmark list, the Archaeological Determinations of Eligibility list, and the California State Inventory of Historic Resources.

MCC conducted the survey of the Project site on September 21, 2018. All undeveloped ground surface areas within the ground disturbance portion of the Project site were examined for artifacts (e.g., flaked stone tools, tool-making debris, stone milling tools or fire-affected rock), soil discoloration that might indicate the presence of a cultural midden, soil depressions and features indicative of the former presence of structures or buildings (e.g., postholes, foundations), or historic-era debris (e.g., metal, glass, ceramics). Existing ground disturbances (e.g., cut banks, ditches, animal burrows, etc.) were visually inspected.

Approach to Analysis

This analysis of impacts on cultural resources examines the Project's temporary (i.e., construction) and permanent (i.e., operational) effects based on application of the significance criteria/thresholds outlined above. Each criterion is discussed in the context of the Project site and SB330 Replacement Site and the surrounding characteristics/geography. The impact conclusions consider the potential for changes in environmental conditions, as well as compliance with the regulatory framework enacted to protect the environment.

The baseline conditions and impact analyses are based on field observations, review of Project maps and drawings; analysis of aerial and ground-level photographs; and review of various data available in public records, including local planning documents. The determination that any components of the Project may result in "significant" adverse effects on historical and archaeological resources and human remains considers the existing site's historical resource value and the severity of the Project implementation on resources that may be considered historical.

4.4.5 Project Impacts and Mitigation

The following impact analysis addresses thresholds of significance which have potentially significant impacts.

Impact 4.4-1: *Would the Project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?*

Level of Significance: Significant and Unavoidable Impact

Specific Plan-Phase I/Future Development Areas

Construction and Operation

Under CEQA, a project has a significant impact on a historical resource if it “would result in the physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resources would be materially impaired” (State CEQA Guidelines §15064.5(b)(1)). Material impairment would occur if the Project would result in demolition or material alteration of those physical characteristics that convey the resource’s historical significance (State CEQA Guidelines §15064.5(b)(2)).

As stated above, potential historical resources in the Project study area consist of the Borba main house, the manager’s house, the Boersma house, the Borba main dairy barn/milking parlor, the Borba auxiliary dairy barn/milking parlor, the Boersma dairy barn/milking parlor, four single-family residences, an older barn, and structures associated with a dairy farm operation. Potential historical resources were evaluated to determine if they are considered historically significant resources. Consistent with the direction provided by the City, the assessment of the Project site’s historical resources found significance of the following dairy farm or its structures as they are recognized likely eligible for listing on the local inventory. As proposed, these buildings would be demolished to facilitate development of the Project.

Therefore, impacts would be potentially significant (impacts to residences and/or dairy properties) and mitigation would be required. The application of **MM CUL-1** through **MM CUL-5** that are in place for demolition of historic resources within the City and impact reducing Project features, would extend to the development and operations of the future development areas.

SB330 Replacement Site

Construction and Operations

The City’s TOP EIR evaluated development of the SB330 Replacement Site. The Project proposes a slight increase in residential zoning capacity pursuant to SB330. However, the Project does not change the development area evaluated in the City’s TOP EIR. In addition, the Project does not propose development of the SB330 Replacement Site. This action would neither include nor require physical disturbance of the SB330 Replacement Site. Any future development would be subject to applicable local, state and federal environmental regulations, including the City’s discretionary review process. Site-specific historic resource assessments as part of the City’s CEQA and discretionary review process would be conducted prior to any site-specific development of potential future residential housing. Furthermore, development of the SB330 Replacement Site was evaluated as part of the City’s TOP EIR, and the proposed rezoning would have no additional significant impacts beyond that evaluated in the City’s TOP EIR.

Conclusion

It was concluded that a significant and unavoidable impact would occur from Project implementation and therefore implementation of **MM CUL-1** through **MM CUL-5** is required. For the SB330 Replacement Site, there is no scheduled development and therefore there are no known cultural resources at this time. No mitigation for SB330 Relocation Site is required.

Mitigation Measures

- 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.
- 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.
- 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.
- 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 Planning Department prior to be to issuance of demolition permit.
- MM CUL-5** Develop a historic context report for significant persons in the dairy farm industry such as the Borba family.

Impact 4.4-2: *Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?*

Level of Significance: Less than Significant with Mitigation Incorporated

Specific Plan-Phase I/Future Development Areas

Construction and Operations

The CHRIS records search identified a total of 19 cultural resources investigation that have been previously conducted within a 1-mile mile radius buffer around the Project Area, with two studies adjacent to the Project Area (see *Table 1 of Appendix D1*). Since completion of the cultural resources report, additional archaeological resources were found at two locations near the Project site.

Despite actions taken to ensure that all cultural resources are identified prior to construction, including record searches and on-site field surveying, there remains a possibility that undiscovered, buried archaeological resources might be encountered during grading activities. If discovered, impacts to those resources would be potentially significant. In order to minimize any potential impact to the environment, impacts to archaeological resources are considered potentially significant and mitigation measures are required to ensure the proper treatment of undiscovered archaeological resources that may be encountered during grading. The application of mitigation measures **MM CUL-6** below and **TCR-1** would reduce the impacts to less than significant levels.

Following the completion of construction of the Project and disturbances to the site, the Project operation will not include further ground disturbing activities, and it is not anticipated to cause a substantial or adverse change in the significant of an archaeological resource since construction will be completed and mitigation measures applied. Therefore, impacts will be less than significant.

SB330 Replacement Site

Construction and Operations

Refer to above discussion for Impact 4.4-1. The proposed increase in residential density is not anticipated to have any new or substantially more severe environmental impacts than was evaluated in the City's TOP EIR. There will be no physical disturbance of the grounds after construction and the Project will comply with all relevant local, state, and federal policies and regulations. Any potential future residential development would be subject to the City's standard discretionary review process and CEQA compliance, including conducting site-specific cultural resource assessments. The local area is known to contain significant cultural resources, and as such the City anticipates construction monitoring for any new development. Mitigation measures **MM CUL-6** below and **MM TCR-1** would apply to any new development in the SB330 Replacement Site area. With implementation of **MM CUL-6** below and **MM TCR-1**, and in consideration of compliance with the City's standard discretionary review and CEQA compliance process for new development, no significant impacts are anticipated.

Conclusion

Through Project buildout and the proposed development of the SB330 Replacement Site, there remains a possibility that undiscovered, buried archaeological resources might be encountered during grading activities. The application of **MM CUL-6** below and **MM TCR-1** would reduce the impacts of these Project buildouts, resulting in less than significant levels.

Mitigation Measures

Refer to **MM TCR-1** in *Section 4.14, Tribal Cultural Resources*, for mitigation of tribal cultural resources.

MM CUL-6 Prior to the issuance of any grading permits for the Project site, a Cultural Awareness Training Program shall be provided to all construction managers and construction personnel prior to commencing any ground disturbance work at the Project sites. The training shall be prepared and conducted by a Qualified Archaeologist to the satisfaction of the City Planning Department. The training may be discontinued when ground disturbance is completed. Construction personnel shall not be permitted to operate equipment within the construction area unless they have attended the training. A copy of the training transcript and/or training video, as well as a list of the names of all personnel who attended the training and copies of the signed acknowledgment forms shall be submitted to the City Planning Department for their review and approval.

Refer to MM CUL-1 through MM CUL-5 above.

Impact 4.4-3: *Would the Project disturb any human remains, including those interred outside of dedicated cemeteries?*

Level of Significance: Less Than Significant Impact

Specific Plan – Phase I/ Future Development Areas

Construction and Operations

No cemeteries or similar uses exist on the Project site. As well, no uses on the Project site would include the preservation, containment, or burial of human remains. Despite the lack of human remains on the Project site, there is still a remote possibility of encountering human remains buried since the existing uses were established in 1963. The Cultural and Paleontological Resources Assessment conducted for the Project concluded that the potential presence of archeological deposits, which include human remains, would be low. However, in order to maintain a conservative consideration of potential impacts to human remains the Project would comply with the mandates provided by State regulations, including PRC §5097.98. PRC §5097.98 contains provisions which would be implemented upon the discovery of human remains, including evaluation by the County Coroner and notification of the NAHC.

The archaeological records search and field survey did not reveal any resources known to contain human remains within or near the Project site. Since completion of the cultural resources report, additional archaeological resources were found at two locations near the Project site. Therefore, the Project area is considered sensitive for archaeological resources despite the urbanized nature of the surrounding and long history of ground-disturbing activities. Therefore, the potential exists for Project construction to reveal unknown human remains. If human remains are found, those remains would require proper treatment in accordance with applicable laws, including Health and Safety Code (HSC) §§7050.5-7055 and PRC §5097.98 and §5097.99. HSC §§7050.5-7055 describe the general provisions for treatment of human remains. Specifically, HSC §7050.5 prescribes the requirements for the treatment of any human remains that are accidentally discovered during excavation of a site. HSC §7050.5 also requires that all activities cease immediately, and a qualified archaeologist and Native American monitor be contacted immediately.

As required by state law, the procedures set forth in PRC §5087.98 would be implemented, including evaluation by the County Coroner and notification of the NAHC. The NAHC would then designate the Most Likely Descendant (MLD) of the unearthed human remains.

However, previously undiscovered human remains could be encountered during construction activities. If human remains are found during excavation, excavation would be halted in the vicinity of the find and any area that is reasonably suspected to overlay adjacent remains shall remain undisturbed until the County Coroner has investigated, and appropriate recommendations have been made for the treatment and disposition of the remains. Following compliance with the established regulatory framework (i.e., HSC §§7050.5-7055 and PRC §§5097.98 and 5097.99), the Project's impacts concerning potential to disturb human remains, would be reduced to less than significant.

SB330 Replacement Site

Construction and Operations

The potential for discovering human remains as part of potential future development at the SB330 Replacement Site would be similar to that described above for the Specific Plan area. Any future development within the SB330 Replacement Site area would follow the City's standard discretionary review process and require compliance with existing regulations including those cited above. Following compliance with the established regulatory framework (i.e., HSC §§7050.5-7055 and PRC §§5097.98 and 5097.99), the Project's impacts concerning potential to disturb human remains, would be reduced to less than significant.

Conclusion

If human remains were discovered on either the Project site or SB330 Replacement Site, no further disturbance shall occur until the County Coroner is notified immediately and has decided on the origin and disposition pursuant to PRC §5097.98. Compliance with PRC §5097.98 would ensure a less than significant impact would occur.

Mitigation Measures

No mitigation is required.

4.4.6 Cumulative Impacts

Cultural resources impacts are site specific and generally do not combine to result in cumulative impacts. In the immediate vicinity of the Project site, no significant cultural resources were identified that could combine with the effects of the Project to result in a cumulatively significant impact to cultural resources. However, cultural resources investigations would be required for other projects before the City of Ontario would permit ground disturbances or demolition or substantial alteration of existing structures. Such investigations would identify resources on the affected Project sites that are or appear to be eligible for listing on the NRHP or CRHR. Such investigations would also recommend mitigation measures to protect and preserve cultural resources. The Project includes mitigation measures to ensure proper identification, treatment, and preservation of cultural resources on the Project. Therefore, cumulative impacts to cultural resources would be less than significant.

The Project could result in potential site-specific impacts to currently unknown archaeological and cultural resources discovered during grading and trenching activities. Other projects within the cumulative study area also have the potential to result in damage and/or loss to these resources. The combination of the Project as well as past, present, and reasonably foreseeable projects in the City and County would be required to comply with all applicable state, federal, County, and local regulations concerning preservation, salvage, or handling of cultural resources, including compliance with required mitigation. Similar to the Project, these projects also would be required to implement and conform to mitigation measures, which would be likely to reduce impacts to less than significant. Although in the process of development, some known or unknown resources may be lost, it is not anticipated that these impacts would be cumulatively considerable. In addition, implementation of Mitigation Measures **MM CUL-1** through **MM CUL-6** and **MM TCR-1** would reduce Project-specific impacts to a less than significant level. Therefore, the Project's contribution to cumulative impacts would be less than significant.

4.4.7 Significant Unavoidable Impacts

The Project site consists of the Borba main house, the manager's house, the Boersma house, the Borba main dairy barn/milking parlor, the Borba auxiliary dairy barn/milking parlor, the Boersma dairy barn/milking parlor, four single-family residences, an older barn, and structures associated with a dairy farm operation. Consistent with the direction provided by the City, the assessment of the Project site's historical resources found significance for the Borba main house and the Boersma House and the associate dairy as they are recognized likely eligible for listing on the local inventory. This unavoidable significant impact is consistent with findings of the City's TOP EIR, which implemented the interim Agricultural Overlay District in anticipation of future development for the site. Even with implementation of regulatory requirements, standard conditions of approval, and consideration of mitigation, the Project would result in significant and unavoidable impacts

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4.5 GEOLOGY AND SOILS

This section of the Draft Environmental Impact Report (Draft EIR) identifies and analyzes the potential environmental impacts of the South Ontario Logistics Center Specific Plan (Project) as they relate to geological and soil resources, paleontological resources, or unique geologic features in the City of Ontario (City). The environmental setting will be discussed for the Project, along with any applicable federal, state, regional, and local policies, and regulations. Additionally, this section will describe the specific mitigation measures that would be used to minimize any significant environmental impact, if any are identified. The data collected provides information on existing conditions in the Project region from literature search, review of existing data, and site surveys.

The analysis in this section is based, in part, upon the following sources:

- *Geotechnical Feasibility Study*, Southern California Geotechnical (SCG), September 26, 2019. (Appendix E1)
- *Infiltration Testing Report*, Southern California Geotechnical, May 2019. (Appendix E2)

Complete copies of these studies are included in the Draft EIR Appendix E.

4.5.1 Environmental Setting

Project Site

Site Surface Conditions

The following provides a basic description of the overall environmental setting of the Project site. Additional details related to the site geology is provided further below. Existing conditions of the ground surface on the Project site consist of moderate to very dense native grass, aggregate base (AB), asphaltic concrete (AC), and concrete pavements, as well as manure in the cattle pen areas and exposed soils with sparse native grass and weed growth in the remaining areas. The ground surface cover also consists of exposed soils and developed structures. Wastewater holding ponds were also discovered during ground surface exploration. Ten wastewater holding ponds ranging in size from approximately 28,500 square feet to 90,000 square feet and depths ranging from approximately three to five feet were located in the southern portion of the western half of the Project site. The topography at the site generally slopes downward to the south-southwest at a gradient of less than 1± percent. The existing site grades range from an elevation of at least 675 feet mean sea level (msl) in the northeastern area of the site to 652 feet msl in the southwestern area.

Regional Geologic Setting

According to the California Geological Survey (CGS), the Project site is underlain by Quaternary Alluvium composed of alluvium, lake, playa, and terrace deposits or unconsolidated and semi-consolidated sediments.¹ The Project is within the Transverse Ranges Geomorphic Province of California, which are an east-west trending series of steep mountain ranges and valleys. It extends offshore, slanted against the

¹ California Department of Conservation (DOC). 2015. Geologic Map of California. <https://maps.conservation.ca.gov/cgs/gmc/> (accessed January 2021).

coastline, including islands and prominent mountain ranges, like the San Bernardino Mountains which reside along the San Andreas fault. Apart from the east-west direction, intense north-south compression of the province is squeezing the Transverse Ranges, causing the region to become “one of the most rapidly rising regions on earth.” Within this region of California, the “thickness of Cenozoic petroleum-rich sedimentary rocks has been folded and faulted, making this one of the important oil-producing areas in the United States.”²

Geotechnical Conditions

A geotechnical study was performed by SCG in order to gather information about the properties of the soil and rock makeup of the Project site. Six infiltration test borings were advanced to depths of 20 to 25 feet below existing grade. Additionally, five trenches were excavated to depths of four to 10 feet below existing grade. The location of the bore and trench locations are shown in *Figure 4.5-1, Bore and Trench Locations*. Site reconnaissance, subsurface exploration, field testing, and engineering analysis were also conducted to determine the infiltration rates of the on-site soils. These studies provided information regarding baseline geologic conditions of the Project site.

Manure

Manure was present at the ground surface of the Project site within an existing cattle pen at the northeastern portion of the Project site (Trench T-3). The manure was found to have a thickness of one to two inches below existing grade. Laboratory testing indicated the presence of other organic soils within the upper 24 inches of existing soils at a density of 2.8 to 6.2 percent.

Artificial Fill

Artificial fill soils encountered within the Project site extended from 0.5 to three feet below existing grade. The fill soils and materials consisted of loose to medium density silty fine sands to fine sandy silts with varying medium coarse sand and fine gravel content. These deposits were concluded to be artificial fill due to their disturbed appearance.

Alluvium

Alluvial soils discovered at the Project site were encountered beneath manure deposits in the northeast portion of the Project site. Disturbed alluvial soils were also encountered at the ground surface surrounding the other borings and trench locations. The alluvium was found to extend to at least the 25-foot maximum explored depth below existing site grades.

The near surface alluvium identified in the Project site consists of loose to medium dense fine sandy silts to silty fine sands, with varying medium sand and clay content, and occasional fine sands, with varying silt content. These deposits extended to depths of 4.5 to 10 feet below existing grade. Alluvial compositions consisting of medium stiff to stiff fine sandy clays, clayey silts, and silty clays, and occasional fine sands, with varying silt content were found at depths extending to the 25-foot maximum explored depth. A medium dense layer consisting of silty fine to coarse sands were found at depths of 12 to 17 feet below

² CGS. 2002. California Geomorphic Provinces. <https://www.conservation.ca.gov/cgs/Documents/Publications/CGS-Notes/CGS-Note-36.pdf> (accessed January 2021).

existing grade at a boring location at the northeast corner of the Project site (Bore B-2). Occasional very stiff to hard silty clay deposits were encountered at depths between 8.5 to 17 feet below existing grade.

Groundwater

Free water was not encountered during the drilling for any of the borings conducted for the infiltration report or during the digging of trenches. Based on the lack of any water within the borings and trenches, and the moisture contents of the recovered soil samples from the Project site, the static groundwater is considered to have existed at a depth of 60 feet or greater. In order to obtain recent water level data, the California State Water Resources Control Board (SWRCB) provided information from their monitoring well located approximately 200 feet southwest of the Project site. This well indicates that its highest groundwater levels reached a depth of 83 feet below the ground surface (bgs).

Faulting and Seismicity

Fault Zones

The Project site is not located within a known active or potentially active fault zone, and no evidence of faulting was identified during the geotechnical investigation. Additionally, the Project site is not located within the boundaries of an Alquist-Priolo Earthquake Fault Zone and there are none within the Project area. The nearest faults to the Project site are the Central Avenue Fault and the Chino Fault, approximately three miles and eight miles southwest of the site, respectively.³

No earthquakes with a magnitude of 5.5 or greater have taken place within the City or its surrounding region within the last 50 years.⁴ The most recent earthquake, the 2008 Chino Hills Earthquake, occurred southwest of the Project site and had a magnitude of 5.4.

Surface Fault Rupture

Fault movement resulting in ground rupture results in a fraction of the total impact caused by an earthquake. Due to the distance of the Project site to a known active fault (approximately three miles southwest), there is limited potential for surface fault/ground rupture at the site.

Seismic Ground Shaking

Horizontal ground acceleration, which frequently results in widespread damage to structures, is estimated as a percentage of *g*, the acceleration of gravity. The damage that an earthquake could cause to a structure depends on the earthquake's size, location, distance, and depth; the types of rock and soil at the surface of the site; and the type of construction of the structure.

When comparing the sizes of earthquakes, the most meaningful feature is the amount of energy released. Thus, scientists most often consider seismic moment, a measure of the energy released when a fault ruptures. We are more familiar, however, with scales of magnitude, which measure amplitude of ground motion. The energy released by an earthquake is measured as moment magnitude (*M_w*). The moment

³ California DOC. 2015. Fault Activity Map of California. <https://maps.conservation.ca.gov/cgs/fam/> (accessed January 2021).

⁴ Southern California Earthquake Data Center (SCEDC). 2021. Earthquake Information. <https://scedc.caltech.edu/significant/> (accessed January 2021).

magnitude scale is logarithmic; therefore, each one-point increase in magnitude represents a 10-fold increase in amplitude of the waves as measured at a specific location and a 32-fold increase in energy. That is, a magnitude seven earthquake produces 100 times (10 x 10) the ground motion amplitude of a magnitude five earthquake.

Geologic Hazards

Liquefaction and Related Ground Failure

Strong ground shaking in sediment layers that are saturated with groundwater may cause them to lose strength and behave as a fluid. Liquefaction near or at the ground surface can result in property damage and structural failure. Surface ground failure usually takes the form of lateral spreading, flow failures, ground oscillation, and/or general loss of bearing strength. Sand boils (injections of fluidized sediment) commonly accompany these types of failure.

Three major factors determine a region's susceptibility to liquefaction:

- Intensity and duration of ground shaking.
- Age and texture of the Alluvial sediments. Generally, the younger, less compacted sediments are more susceptible to liquefaction. The texture of sediment also plays a role. Sand and silty sands deposited in river channels and floodplains tend to be more susceptible to liquefaction than coarser or finer grained alluvial materials.
- Depth to groundwater. Earthquake-induced liquefaction requires that sediments be saturated. In general, groundwater depths shallower than 10 feet to the surface cause the highest liquefaction susceptibility.

Research conducted by SCG on the San Bernardino County Land Use Services website indicates that the Project site is not located within a zone of liquefaction susceptibility. In addition, the subsurface conditions at the boring locations are not considered to be conducive to liquefaction. Based on the mapping performed by San Bernardino County and the conditions encountered at the boring and trench locations, liquefaction is not considered to be a design concern for the Project.

Landslides

The Project site topography generally slopes downward to the south-southwest at a gradient of less than 1± percent. With the exception of the aforementioned wastewater holding ponds, the existing site grades range from an elevation of 675± feet mean sea level in the northeastern area of the site to 652± feet mean sea level in the southwestern area. The slope's potential to cause earthquake-induced landslides would be less than significant. Additionally, according to the County's Geologic Hazards Overlay map (FH27C), the Project site is not within an area of generalized landslide susceptibility.⁵

Expansive Soils

Expansive soils contain considerable amounts of clay that expands with moisture and shrinks when dried. The swelling or shrinking of this soil can shift, crack, or break structures built upon this type of surface.

⁵ San Bernardino County. 2010. Geologic Hazards Overlay Map FH27C Ontario.
http://www.sbcounty.gov/Uploads/lus/GeoHazMaps/FH27C_20100309.pdf (accessed January 2021).

The composition of the near-surface soils at the Project site generally consists of silty sands, sandy silts and fine sands. Laboratory testing indicates that these materials have a very low expansion potential (Expansion Index = 0 and 2). Note, however, that expansive clayey soils are present below depths of 4.5 to 8.5 feet.

Subsidence

Subsidence occurs when a large portion of land sinks, usually due to the withdrawal of groundwater, oil, or natural gas. Soils that are particularly subject to subsidence include those with high silt or clay content. Minor ground subsidence is expected to occur in the soils below the zone of removal, due to settlement and machinery working. The subsidence is estimated to be 0.10 feet (SCG 2019). The actual amount of subsidence is expected to be variable and would be dependent on the type of machinery used, repetitions of use, and dynamic effects.

Corrosive Soils

Representative bulk samples of the near-surface soils were submitted to a subcontracted analytical laboratory for determination of electrical resistivity, pH, and chloride concentrations. The resistivity of the soils is a measure of their potential to attack buried metal improvements such as utility lines.

Paleontological Resources

The Project site is situated in the San Bernardino Basin, adjacent to the Transverse Ranges Geomorphic Province. This province is comprised of a series of mountain ranges that run transverse to most mountain ranges in southern California – roughly east/west trending. The mountains within the province, including the San Gabriel and San Bernardino mountains to the north and northeast, were uplifted by tectonic activity, and provide a major sedimentary source for the alluvium basins of the adjacent areas. The geologic units underlying the Project site are mapped entirely as younger Quaternary alluvium (Qyfa)⁶ dating from the late Holocene to Pleistocene. These deposits derived broadly as alluvial fan deposits from the San Bernardino Mountains to the north. Young Quaternary alluvium (Qyfa) are Holocene to late Pleistocene-aged alluvial fan deposit that typically consists of river and stream derived sediments. The sediments are comprised of slightly consolidated gray-hued arkosic, sandy and gravel-sand deposits derived from local Peninsular Ranges batholith granitic bodies.⁷

A search for paleontological records was completed at the Natural History Museum of Los Angeles County (LACM) in Los Angeles in October 2018. The record search included a one-mile radius around the Project area, as well as the Project site itself. No previously recorded fossil localities are located within one mile of the Project Area.⁸

⁶ *Young Quaternary alluvium* (Qyfa) are Holocene to late Pleistocene-aged alluvial fan deposit that typically consists of river and stream derived sediments. The sediments are comprised of slightly consolidated gray-hued arkose, sandy and gravel-sand deposits derived from local Peninsular Ranges batholith granitic bodies.

⁷ MCC. 2020. *Phase 1 Cultural and Paleontological Resources Assessment: South Ontario Logistics Center Project*.

⁸ Ibid.

Paleontological Records Research

The literature review included an examination of geologic maps of the Project site and a review of relevant geological and paleontological literature to determine which geologic units are present within the Project area and whether fossils have been recovered from those geologic units elsewhere in the region. As geologic units may extend over large geographic areas and contain similar lithologies and fossils, the literature review includes areas well beyond the Project area. The results of this literature review include an overview of the geology of the Project areas and a discussion of the paleontological sensitivity (or potential) of the geologic units within the Project area. A search for paleontological records was completed by staff of the Natural History Museum of Los Angeles County (LACM) in Los Angeles on October 12, 2018. The record search included a one-mile radius around the Project area, as well as the Project area itself identified any vertebrate localities in the museum's records that exist near the Project area in the same or similar deposits.

SB330 Replacement Site

According to The Ontario Plan (TOP) Geologic Map,⁹ the over 473-acre SB330 Replacement Site contains Young Alluvial Fan Deposits (Qya). The area within and around the SB330 Replacement Site is largely flat without steep hills or rocky formations. The SB330 Replacement Site is also characterized as an area of generally fine-grained sediments, according to the TOP, Area of Liquefaction Susceptibility map.¹⁰ The nearest fault to the SB330 Replacement Site is the Chino-Central Avenue Fault. Additionally, according to the County's Geologic Hazards Overlay map (FH27C), the SB330 Replacement Site is not within an area of generalized landslide susceptibility.¹¹ This area contains existing developments and structures including agricultural, commercial, industrial, and some residential uses.

4.5.2 Regulatory Setting

Federal

Earthquake Hazards Reduction Act

The Earthquake Hazards Reduction Act was enacted in 1997 to “reduce the risks to life and property from future earthquakes in the United States through the establishment and maintenance of an effective earthquake hazards and reduction program.” To accomplish this, the act established the National Earthquake Hazard Reduction Program (NEHRP), which refined the description of agency responsibilities, program goals, and objectives. NEHRP's mission includes improved understanding, characterization, and prediction of hazards and vulnerabilities; improvement of building codes and land use practices; risk reduction through post-earthquake investigations and education; development and improvement of design and construction techniques; improvement of mitigation capacity; and accelerated application of research results. NEHRP designates the Federal Emergency Management Agency as the lead agency of the program and assigns it several planning, coordinating, and reporting responsibilities. Programs under

⁹ City of Ontario. 2009. The Ontario Plan Draft EIR; Figure 5.7-1: Geologic Map. Retrieved from: <https://www.ontarioplan.org/wp-content/uploads/sites/4/2015/05/geological-map.pdf>

¹⁰ City of Ontario. 2009. The Ontario Plan Draft EIR; Figure 5.7-3: Area of Liquefaction Susceptibility. Retrieved from: <https://www.ontarioplan.org/wp-content/uploads/sites/4/2015/05/areas-of-liquefaction.pdf>

¹¹ County of San Bernardino. 2010. Geologic Hazards Overlay Map FH27C Ontario. http://www.sbcounty.gov/Uploads/lus/GeoHazMaps/FH27C_20100309.pdf (accessed January 2021).

NEHRP help inform and guide planning and building code requirements such as emergency evacuation responsibilities and seismic code standards.

State

Alquist-Priolo Earthquake Fault Zoning Act

The California Alquist-Priolo Earthquake Fault Zoning Act was signed into state law in 1972, and amended, with its primary purpose being to mitigate the hazard of fault rupture by prohibiting the location of structures for human occupancy across the trace of an active fault. This act (or state law) was a direct result of the 1971 San Fernando Earthquake, which was associated with extensive surface fault ruptures that damaged numerous homes, commercial buildings, and other structures. The act requires the State Geologist to delineate regulatory zones known as “earthquake fault zones” along faults that are “sufficiently active” and “well defined” and to issue and distribute appropriate maps to all affected cities, counties, and state agencies for their use in planning and controlling new or renewed construction. Pursuant to this act and as stipulated in §3603(a) of the California Code of Regulations (CCR), structures for human occupancy are not permitted to be placed across the trace of an active fault. The act also prohibits structures for human occupancy within 50 feet of the trace of an active fault, unless proven by an appropriate geotechnical investigation and report that the development site is not underlain by active branches of the active fault, as stipulated in §3603(a) of the CCR. Furthermore, the act requires that cities and counties withhold development permits for sites within an earthquake fault zone until geologic investigations demonstrate that the sites are not threatened by surface displacement from future faulting, as stipulated in §3603(d) of the CCR.

Seismic Hazard Mapping Act

The Seismic Hazard Mapping Act was adopted by the state in 1990 for the purpose of protecting the public from the effects of non-surface fault rupture earthquake hazards, including strong ground shaking, liquefaction, seismically induced landslides, or other ground failure caused by earthquakes. The goal of the act is to minimize loss of life and property by identifying and mitigating seismic hazards. The CGS prepares and provides local governments with seismic hazard zones maps that identify areas susceptible to amplified shaking, liquefaction, earthquake-induced landslides, and other ground failures.

California Building Code

Current law states that every local agency enforcing building regulations, such as cities and counties, must adopt the provisions of the California Building Code (CBC) within 180 days of its publication. The publication date of the CBC is established by the California Building Standards Commission, and the code is under Title 24, Part 2, of the CCR. The CBC provides minimum standards to protect property and public safety by regulating the design and construction of excavations, foundations, building frames, retaining walls, and other building elements to mitigate the effects of seismic shaking and adverse soil conditions. The CBC contains provisions for earthquake safety based on factors including occupancy type, the types of soil and rock on-site, and the strength of ground shaking with a specified probability at a site. The 2019 CBC took effect on January 1, 2020. Requirements for Geotechnical Investigations Requirements for geotechnical investigations are included in CBC *Appendix J*, Grading, §J104; additional requirements for subdivisions requiring tentative and final maps and for other specified types of structures are in California

Health and Safety Code (HSC) §17953 to §17955 and in CBC §1802. Testing of samples from subsurface investigations is required, such as from borings or test pits. Studies must be done as needed to evaluate slope stability, soil strength, position and adequacy of load-bearing soils, the effect of moisture variation on load-bearing capacity, compressibility, liquefaction, differential settlement, and expansiveness. CBC §J105 sets forth requirements for inspection and observation during and after grading.

Storm Water Pollution Prevention Plans

Pursuant to the Clean Water Act (CWA), in 2012, the SWRCB issued a statewide general NPDES Permit for stormwater discharges from construction sites (National Pollutant Discharge Elimination System No. CAS000002). Under this Statewide General Construction Activity permit, discharges of stormwater from construction sites with a disturbed area of one or more acres are required to either obtain individual NPDES permits for stormwater discharges or be covered by the General Permit. Coverage by the General Permit is accomplished by completing and filing a Notice of Intent with the SWRCB and developing and implementing a Storm Water Pollution Prevention Plan (SWPPP). Each applicant under the General Construction Activity Permit must ensure that a SWPPP is prepared prior to grading and is implemented during construction. The SWPPP must list best management practices (BMPs) implemented on the construction site to protect stormwater runoff and must contain a visual monitoring program; a chemical monitoring program for “non-visible” pollutants to be implemented if there is a failure of BMPs; and a monitoring plan if the site discharges directly to a water body listed on the state’s 303(d) list of impaired waters.

California Public Resources Code

The State of California Public Resources Code (PRC), Chapter 1.7, §5097.5 and §30244, includes additional state level requirements for the assessment and management of paleontological resources. These statutes require reasonable mitigation of adverse impacts to paleontological resources resulting from development on state lands, define the removal of paleontological “sites” or “features” from state lands as a misdemeanor, and prohibit the removal of any paleontological “site” or “feature” from State land without permission of the jurisdictional agency. These protections apply only to State of California land.

Regional

San Bernardino County Development Code (SBCDC)

Regarding paleontological resources, the SBCDC §82.12.010-040 requires an evaluation of potential paleontological resources as part of its California Environmental Quality Act (CEQA) review of proposed projects and defines the requirement for a qualified paleontologist or technical specialist.

Local

City of Ontario General Plan

TOP Policy Plan’s Safety Element, Seismic & Geologic Hazards section states that the City is susceptible to earthquakes, alluvial deposits that underlie the region, and the rapid withdrawal of groundwater causing subsidence. The Safety Element policies ensure that the City is prepared for and would effectively deal with seismic and geologic hazards.

Safety Element

Goal S1 **Minimized risk of injury, loss of life, property damage and economic and social disruption caused by earthquake-induced and other geologic hazards.**

Policy S1-1 Implementation of Regulations and Standards. We require that all new habitable structures be designed in accordance with the most recent California Building Code adopted by the City, including provisions regarding lateral forces and grading.

Policy S1-2 Entitlement and Permitting Process. We follow state guidelines and the California Building Code to determine when development proposals must conduct geotechnical and geological investigations.

City of Ontario Municipal Code

The City Municipal Code (OMC) adopted the 2019 CBC by ordinance (§8-1.01), which incorporates the 2018 Edition of the International Building Code (IBC), as published by the International Code Council.¹² These regulations provide applicable standards and documentation of requirements found in the CBC that address construction of structures and seismic safety. New construction, alteration, or rehabilitation shall comply with applicable ordinances set forth by the City and/or by the most recent City building and seismic codes in effect at the time of Project design. In accordance with §1803.2 of the 2019 CBC, a geotechnical investigation is required that must evaluate soil classification, slope stability, soil strength, position and adequacy of load-bearing soils, the effect of moisture variation on soil-bearing capacity, compressibility, liquefaction, and expansiveness, as necessary, determined by the City building official. The geotechnical investigation must be prepared by registered professionals (i.e., California Registered Civil Engineer or Certified Engineering Geologist).

4.5.3 Thresholds of Significance

According to Appendix G of the *State CEQA Guidelines*, a project would normally have a significant effect on the environment if the Project would:

- 1) Directly or indirectly cause 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?
- 2) Result in substantial soil erosion or the loss of topsoil?
- 3) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result

¹² CBC. (2020). Adoption of the Building Code. https://codelibrary.amlegal.com/codes/ontarioca/latest/ontario_ca/0-0-0-46118#JD_Title8Ch.1.

of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

- 4) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?
- 5) 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?
- 6) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

4.5.4 Plans, Programs, and Policies

PPP CUL-3 The removal, without permission, of any paleontological site or feature is prohibited from lands under the jurisdiction of the state or any city, county, district, authority, or public corporation, or any agency thereof (PRC §5097.5). This applies to agencies' own activities, including construction and maintenance, and permit actions by others.

PPP CUL-4 Adverse impacts to paleontological resources from development on public (state, county, city, and district) lands require reasonable mitigation (PRC §5097.5).

PPP GEO-1 The Project would be required to comply with the California Building Code and the OMC §1803.2, which requires a geotechnical investigation to evaluate soil classification, slope stability, soil strength, position and adequacy of load-bearing soils, the effect of moisture variation on soil-bearing capacity, compressibility, liquefaction, and expansiveness, as necessary, determined by the City building official. The geotechnical investigation must be prepared by registered professionals (i.e., California Registered Civil Engineer or Certified Engineering Geologist).

4.5.5 Project Impacts and Mitigation

Methodology

Geotechnical

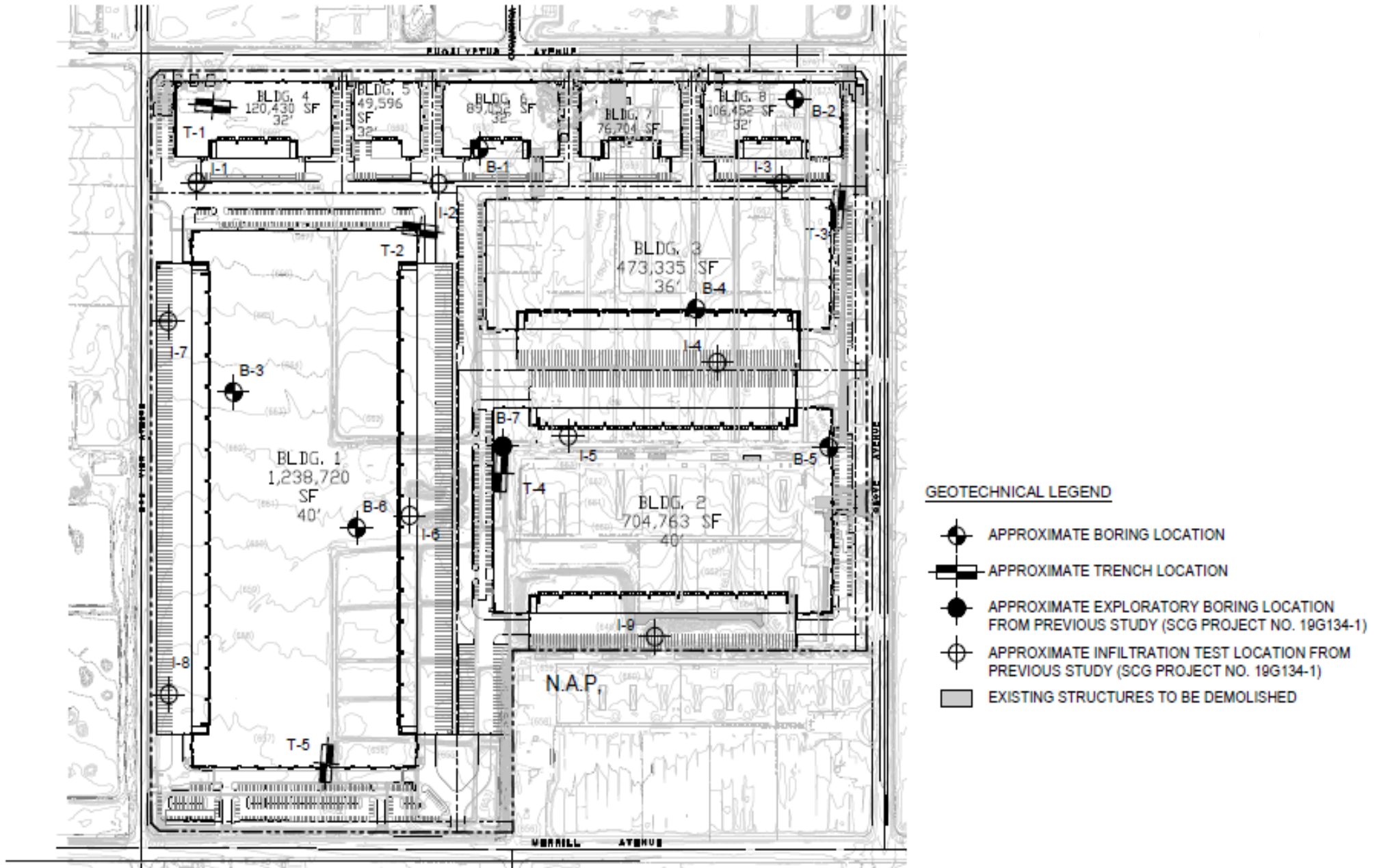
The subsurface exploration conducted for the infiltration testing of the Project site, consisted of nine infiltration test borings that advanced to depths of 12 to 20 feet or greater, below the existing site grades. In addition to the nine infiltration borings, one exploratory boring was drilled to a depth of 60 feet or greater, to verify that the depth to groundwater is at least 10 feet below the bottom of the proposed dry well systems. All the borings were advanced using a truck-mounted drilling rig, equipped with eight-inch-diameter hollow stem augers, and were logged during drilling. The approximate locations of the infiltration test borings (identified as I-1 through I-9) and the exploratory boring (Boring No. B-7) are indicated in *Figure 4.5-1, Bore and Trench Locations*.

Upon the completion of the infiltration borings, the bottom of each test boring was covered with two or more inches of clean ¾-inch gravel. Enough length of three-inch-diameter perforated Polyvinyl chloride (PVC) casing was then placed into each test hole so that the PVC casing extended from the bottom of the

test hole to the ground surface. Clean $\frac{3}{4}$ -inch gravel was then installed in the annulus surrounding the PVC casing.

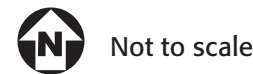
The subsurface exploration conducted for this Project consisted of four borings advanced to depths of 10 to 30± feet below existing site grades. In addition to the four borings, a total of four trenches were excavated at the site to depths of four to 12± feet below existing site grades.

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Source: Geotechnical Feasibility Study (2020), Boring and Trench Location Plan

Figure 4.5-1: Bore and Trench Locations
South Ontario Logistics Center Specific Plan



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Paleontological Resources

MCC conducted thorough background research and analysis, including geologic map and literature reviews, and previous locality data searches, to evaluate the paleontological sensitivity of the Project site. Specifically, MCC conducted a paleontological records search with the LACM. The record search included a one-mile radius around the Project site, as well as the Project site itself. The locality search at LACM did not yield any fossil localities within one mile of the Project Area and no fossil localities within the Project area.

MCC also conducted a field survey. The survey consisted of walking in parallel transects spaced at approximately 15-meter intervals over the Project parcel, while closely inspecting the ground surface. All undeveloped ground surface areas within the ground disturbance portion of the Project area were examined for artifacts (e.g., flaked stone tools, tool-making debris, stone milling tools or fire-affected rock), soil discoloration that might indicate the presence of a cultural midden, soil depressions and features indicative of the former presence of structures or buildings (e.g., postholes, foundations), or historic-era debris (e.g., metal, glass, ceramics). Existing ground disturbances (e.g., cut banks, ditches, animal burrows, etc.) were visually inspected.

Impact Analysis

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

Impact 4.5-1: *Would the Project directly or indirectly cause 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.*

Level of Significance: Less than Significant Impact

Specific Plan – Phase I/Future Development Areas

Construction and Operations

The Project site is not within an Alquist-Priolo Earthquake fault zone and there are no Alquist-Priolo fault zones within the Project area. The nearest fault to the Project site is the Central Avenue Fault approximately three miles southwest of the Project site. According to the geotechnical investigation prepared for this Project, the Project site is not within an Alquist-Priolo fault zone and there was no evidence of faulting identified during the investigation of the Project site. The Project site's distance from the nearest fault line would minimize risks attributed to ground rupture and gapping. Therefore, the impacts associated with the rupture of a known fault would be less than significant and no mitigation would be required.

SB330 Replacement Site

Construction and Operations

The SB330 Replacement Site is not within an Alquist-Priolo Earthquake fault zone and there are no Alquist-Priolo fault zones within the SB330 Replacement Site area. The nearest earthquake fault to the SB330 Replacement Site is the Central Avenue Fault approximately three miles southwest of the SB330 Replacement Site.¹³ Movement along a fault to the extent that a gap—or rupture—forms on the earth surface would not affect the Grove Avenue Corridor due to its distance from active fault lines and fault zones; especially Alquist-Priolo fault lines. No specific development within the SB330 Replacement Site is proposed at this time as part of the Project. Any potential future development within the SB330 Replacement Site area would be subject to the City’s standard discretionary review process, including the OMC and CEQA compliance. Therefore, a less than significant impact would occur.

Conclusion

In conclusion, both the Project site and the proposed SB330 Replacement Site are not located within an Alquist-Priolo Earthquake fault zone. Risks attributed to ground rupture and gapping are minimized due to the distance of both sites from the nearest fault zones. Therefore, a less than significant impact will occur, and no mitigation is required.

Mitigation Measures

No mitigation is required.

Impact 4.5-1: *Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:*

ii) Strong seismic ground shaking?

iii) Seismic-related ground failure, including liquefaction?

Level of Significance: Less than Significant Impact

Specific Plan – Phase I/Future Development Areas

Construction and Operations

Surface Fault Rupture

The Project site is not within an Alquist-Priolo Earthquake Fault Zone and there are no Alquist-Priolo fault zones within the Project area. Furthermore, there was no evidence of faulting identified during the geotechnical investigation of the Project site per SCG. The Project site is not subject to surface rupture of a known active fault, as the nearest fault to the site is approximately three miles to the southwest. The possibility of significant fault rupture on the Project site is considered to be low (SCG 2019). Therefore, impacts would be less than significant.

¹³ United States Geological Survey. (2020). *U.S. Quaternary Faults*. Retrieved from:
<https://usgs.maps.arcgis.com/apps/webappviewer/index.html?id=5a6038b3a1684561a9b0aadf88412fcf>

Ground Shaking

Southern California is considered a seismically active region and the regional vicinity of the areas being evaluated contains a number of known earthquake faults. As part of the geotechnical report, 2016 and 2019 CBC Seismic Design Parameters were generated for future structural improvements within the Project area. Structures for human occupancy must be designed to meet or exceed 2016 and 2019 CBC standards for earthquake resistance. The CBC contains provisions for earthquake safety based on factors including occupancy type, the types of soil and rock on-site, and the strength of ground motion with a specified probability at the site. Therefore, future development of habitable structures within the Project site would be conducted in accordance with the 2016 and 2019 CBC Seismic Design Parameters generated as part of the geotechnical report, which would reduce impacts from seismic ground shaking to a less than significant level.

Liquefaction

Liquefaction occurs when saturated fine-grained sands or silts lose their strengths during an earthquake and behave as a liquid. Three main factors contribute to susceptibility to liquefaction: 1) shallow groundwater; 2) low density non-cohesive (granular) soil; and 3) strong ground shaking. According to the geotechnical report, the Project site is not within a zone of liquefaction susceptibility and the subsurface conditions at the boring locations are not considered to be conducive to liquefaction (SCG 2019). Although the Project site is shown as an area of historic liquefaction risk to historic high groundwater,¹⁴ liquefaction potential under the Project site is low due to the depth of groundwater and the mix of soil type and is not considered to be a design concern for the Project. Therefore, Project development would not subject people or structures to liquefaction hazards, and impacts would be less than significant.

SB330 Replacement Site

Construction and Operations

The SB330 Replacement Site contains generally fine-grained sediments, and includes areas identified as low to moderate liquefaction susceptibility, according to the Figure S-1, Seismic Hazards of the City's TOP EIR.¹⁵ No specific development within the SB330 Replacement Site is proposed at this time as part of the Project. Any potential future development within the SB330 Replacement Site area would be subject to the City's standard discretionary review process, including the OMC and CEQA compliance. Therefore, a less than significant impact would occur.

Conclusion

In accordance with the City's standards, policies, and goals, both the Project site and the proposed development of the SB330 Replacement Site would not subject people or structures to liquefaction hazards, and impacts would be less than significant.

Mitigation Measures

No mitigation is required.

¹⁴ <https://www.ontarioplan.org/wp-content/uploads/sites/4/2015/05/seismic-hazards.pdf> (retrieved April 27, 2021).

¹⁵ Ibid.

Impact 4.5-1: *Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:*

iv) Landslides?

Level of Significance: Less than Significant Impact

Specific Plan – Phase I / Future Development Areas

Construction and Operations

The Project site has a gentle slope of less than one percent running generally to the south-southwestern portion of the Project site. No extreme elevation differences exist in or around the Project site that would potentially lead to landslide effects. According to the San Bernardino County Geologic Hazard map the Project site and the immediate area are not within a zone of generalized landslide susceptibility. The Project area is also outside of the hazard zone for rockfall/debris-flow.¹⁶ The relatively flat topography of the Project site along with its location outside of identified landslide susceptibility and rockfall/debris-flow hazard areas would lead to a less than significant impact from occurring due to landslides.

SB330 Replacement Site

Construction and Operations

The SB330 Replacement Site is outside of an area of landslide susceptibility. Further, the area within and around the SB330 Replacement Site is largely flat without steep hills or rocky formations which would be susceptible to landslides. No specific development within the SB330 Replacement Site is proposed at this time as part of the Project. Any potential future development within the SB330 Replacement Site area would be subject to the City's standard discretionary review process, including the OMC and CEQA compliance. Therefore, a less than significant impact would occur.

Conclusion

In conclusion, both the Project site and the SB330 Replacement Site have relatively flat topography of the along with its location outside of identified landslide susceptibility and rockfall/debris-flow hazard areas. This would lead to a less than significant impact from occurring due to landslides.

Mitigation Measures

No mitigation is required.

Impact 4.5-2: *Would the Project result in substantial soil erosion or the loss of topsoil?*

Level of Significance: Less than Significant Impact

¹⁶ County of San Bernardino. (2010). *San Bernardino County Land Use Plan General Plan Geologic Hazard Overlays*. San Bernardino, CA: County of San Bernardino. Retrieved from: <http://www.sbcounty.gov/uploads/lus/hazmaps/fh27b.pdf>

Specific Plan – Phase I/Future Development Areas

Construction

The Project site was found to contain artificial fills at depths of up to three feet below the ground level and native alluvial soils at least 25 feet below ground level. The artificial fill soils were observed at multiple boring and trench locations. *Figure 4.5-1, Bore and Trench Locations* shows each boring and trenching locations in the Project site. The artificial fill soils that were encountered were found to possess various levels of strength and density under testing. However, some of the artificial fill materials were found to be prone to hydro-collapse once exposed to water. It was then concluded that the artificial fill materials would not be suitable to support the proposed structures. The native alluvial soils were also found to possess varied strength and density levels. Remedial grading has been recommended to replace the near-surface native alluvial soils with compacted structural fill soils. The native soils that would be left in place after the remedial grading would not be subject to significantly increased stress levels from the foundations of the proposed structures.

The construction of the Project would involve excavation activities that would affect surface and near-surface soils. Over excavation of the Project would be implemented to remove any artificial fill soils, which extend from approximately 0.5 to three feet below the existing grade.¹⁷ In addition to the excavation and removal of the fill material, the development of the Project would require grading preparation, excavation, trenching and paving activities that could result in soil erosion if exposed to periods of high wind or storm-related events. Dust control measures such as watering would be utilized to control the potential for erosion to occur. Construction contractors would also be required to implement a dust control plan in compliance with South Coast Air Quality Management District Rule 403 to reduce wind erosion (further information about dust control can be found in *Section 4.2, Air Quality* of this EIR).

Construction activities such as excavation and grading would be minimal given that the Project site is relatively flat. No major grading or excavation would be needed to substantially alter the slope of the site, create, or remove steep slopes, create retaining walls, or make other landform modifications. Nevertheless, grading and earthwork activities during construction would expose soils to potential short-term erosion by wind and water. During construction, the Project site would be required to comply with erosion and siltation control measures. This would include measures such as sand-bagging, placement of silt fencing, erosion control blankets, straw wattles, mulching, etc., to reduce runoff from the site and to hold topsoil in place during all grading activities. As mass grading proceeds, finish grading commences, and construction begins the erosion measures would be removed or relocated as necessary. Additionally, the construction on the Project site would be required to comply with the National Pollutant Discharge Elimination System (NPDES); refer to *Section 4.8, Hydrology and Water Quality* for discussion of the anticipated NPDES permitting process. Construction impacts on the Project site would be minimized through compliance with the Construction General Permit (CGP). The NPDES permit requires development and implementation of a Stormwater Pollution Prevention Plan (SWPPP) and monitoring plan, which must include erosion-control and sediment-control Best Management Practices (BMPs). The BMPs would be required to meet or exceed measures required by the CGP to control potential

¹⁷ Southern California Geotechnical. (2019). *Geotechnical Investigation Proposed South Ontario Logistics Center SWC Eucalyptus Avenue and Grove Avenue Ontario, California for REDA, LLC*. Page 6. Yorba Linda, CA: Southern California Geotechnical

construction-related pollutants and would comply with the OMC Title 6, Chapter 6 – Stormwater Drainage System.¹⁸ Erosion-control BMPs are designed to prevent erosion, whereas sediment controls are designed to trap sediment once it has been mobilized. All required permits and the erosion control plan would be verified by the City prior to initiation of any construction and prior to the issuance of any grading permit. Conformance to these requirements and verification by the City as part of the development approval process would ensure that potential impacts from construction of the warehouse are less than significant.

Operations

Operation of the Project would not involve procedures which would result in substantial soil erosion. Following construction of the Project, the Project site would be covered with hardscape which would not contribute to erosion. The Project site also would contain some landscaping, but these areas would include ground covers to reduce erosion or and loss of on-site soils post-construction. This would ensure that operation of the Project site would not result in the loss of topsoil or sedimentation into local drainage facilities and water bodies; refer to *Section 4.8, Hydrology and Water Quality*. In addition, a network of storm drains and gutters would be installed, upgraded if needed, and maintained as necessary throughout the developed site. Therefore, the potential for substantial soil erosion or the loss of topsoil is considered less than significant.

SB330 Replacement Site

Construction

The site is relatively flat, does not contain any significant landforms, and is currently developed with existing structures with some undeveloped lots used for agricultural purposes. Note that no specific development is proposed at this time, and the proposed increase in residential density is not anticipated to have any greater impact than evaluated for this site within the City's TOP EIR. If the site is redeveloped, the existing structures would be removed, and some minor excavation and grading would be needed to prepare the site for construction. Due to the existing acreage of the site, the same requirements for conformance with the NPDES permits, implementation of a SWPPP and use of BMPs as discussed for the Project site would be required. Similarly, all plans would be submitted to the City for review and approval prior to the issuance of and grading or construction permits as part of the City's standard development review process. This would ensure, should the SB330 Replacement Site be developed, potential impacts from construction-related erosion would be less than significant.

Operations

The Project does not propose any specific development at the SB330 Replacement Site. Any future development would have similar impacts regarding topsoil loss as discussed above for the Specific Plan site, and as evaluated within the City's TOP EIR. All future development would be subject to the City's standard discretionary review process, including compliance with the OMC and other applicable local, state, and federal requirements as set forth in the Regulatory Framework section above. Therefore, the potential for substantial soil erosion or the loss of topsoil is considered less than significant.

¹⁸ OMC. (2021). Retrieved from: https://codelibrary.amlegal.com/codes/ontarioca/latest/ontario_ca/0-0-0-42829

Conclusion

Conformance to the City's standard discretionary review process, including compliance with the OMC and other applicable local, state, and federal requirements as set forth in the Regulatory Framework section above, will result in a less than significant from occurring on both the Project site and the SB330 Replacement Site. In addition, a network of storm drains and gutters would be installed, upgraded if needed, and maintained as necessary throughout the developed site. Therefore, the potential for substantial soil erosion or the loss of topsoil is considered less than significant.

Mitigation Measures

No mitigation is required.

Impact 4.5-3: *Would the Project 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?*

Level of Significance: Less than Significant Impact

Specific Plan – Phase I/Future Development Areas

Construction and Operations

As discussed under Impact 4.5-1, above, liquefaction and landslides not considered to be a design concern for the Project, and potential for lateral spreading would be low.

The major cause of ground subsidence is the excessive withdrawal of groundwater. Based on the conditions encountered in the borings and trenches conducted for the geotechnical report groundwater was not observed within approximately 30 feet of the ground surface. Recent water level data obtained from the SWRCB GeoTracker website (<https://geotracker.waterboards.ca.gov/>) indicates that the highest groundwater level is approximately 83 feet below ground surface (bgs) in the vicinity of the Project site (SCG 2019). Therefore, based on anticipated groundwater depths, it is not expected that groundwater would affect excavations for the foundations and utilities. However, minor subsidence is expected to occur in the soils below the zone of soil removal, due to settlement and machinery working. The subsidence is estimated to be 0.10 feet.

The geotechnical report provides recommendations to support the proposed structures and offset impacts from subsidence of 0.10 feet such as scarification and air drying of over-excavated materials to obtain a stable subgrade. The City adopts the CBC by reference and PPP GEO-1 requires compliance with the recommendations of the geotechnical report. Therefore, with implementation of PPP GEO-1, the Project applicant would comply with the recommendations of the geotechnical report and impacts from potential subsidence of 0.10 feet would be reduced to a less than significant level.

SB330 Replacement Site

Construction and Operations

As discussed under Impact 4.5-1, the SB330 Replacement Site is within a zone of suspected low to moderate liquefaction susceptibility. The site is relatively flat and not considered to be subject to landslide risk. No specific development within the SB330 Replacement Site is proposed at this time as part of the Project. Any potential future development within the SB330 Replacement Site area would be subject to the City's standard discretionary review process, including the OMC and CEQA compliance. Therefore, a less than significant impact would occur.

Conclusion

Through implementation of recommendations from the geotechnical report, the City's standard discretionary review process, and compliance of all state, local, and regulatory requirements, the impacts for both the Project site and the SB330 Replacement Site will remain less than significant.

Mitigation Measures

Mitigation is not required.

Impact 4.5-4: *Would the Project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?*

Level of Significance: Less than Significant Impact

Specific Plan – Phase I/Future Development Areas

Construction and Operations

Expansive soils are soils that expand and contract depending on their moisture level. This change can occur seasonally as water levels and precipitation changes throughout the year. These soils normally occur within the first five feet below the surface. Expansive soils can lead to structural damage as their compositions and volume changes dramatically. The near-surface soils encountered during the field study for the geotechnical investigation consisted of silty sands and well-graded sands. Those materials are classified as low to non-expansive. Therefore, they would not be liable to significant expansion and a less than significant impact would occur.

SB330 Replacement Site

Construction and Operations

The SB330 Replacement Site is delineated in the City's Areas of Susceptibility map as being within an area containing generally fine-grained sediments, which have the potential for expansion (in fine-grained clayey soils). No specific development within the SB330 Replacement Site is proposed at this time as part of the Project. Any potential future development within the SB330 Replacement Site area would be subject to the City's standard discretionary review process, including the OMC and CEQA compliance. The City's development review process requires site-specific geotechnical reports to evaluate soil hazards such

as expansive soils. All structural design and grading plans must account for site-specific soil conditions, which are incorporated into site-specific design plans through the City's discretionary review process. The proposed rezoning allows for a slight increase in residential density, which is not anticipated to result in any new or substantially more severe environmental impact than was evaluated in the City's TOP EIR. In consideration of the above, a less than significant impact would occur.

Conclusion

The near-surface soils encountered during the field study for the Project site consisted of silty sands and well-graded sands. Those materials are classified as low to non-expansive. Therefore, they would not be liable to significant expansion and a less than significant impact would occur. Furthermore, the SB330 Replacement Site is characterized as having fine-grained clayey soils, which have potential for expansion. However, no development is proposed at this time for the SB330 Replacement Site; once proposed, it would be subject to the City's standard discretionary review process, including the OMC and CEQA compliance. This would result in a less than significant impact from occurring.

Mitigation Measures

Mitigation is not necessary.

Impact 4.5-5: Would the Project 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?

Level of Significance: No Impact

Specific Plan – Phase I/Future Development Areas

Construction and Operations

No septic tanks or other alternative wastewater disposal systems are proposed. The Project proposes a sewer infrastructure plan that includes a network of new public sewer mains that would connect to the Inland Empire Utilities Agency (IEUA) sewer system. Water and wastewater systems and their development are further discussed in *Section 4.15, Utilities and Service* of this EIR. No impact would occur.

SB330 Replacement Site

Construction and Operations

No specific development is proposed at this time within the SB330 Replacement Site area. It is not anticipated that any future residential development in this location would utilize septic or alternative wastewater disposal, given the urban density of proposed zoning and the City's existing and planned wastewater treatment system. Therefore, no impact would occur.

Conclusion

The Project proposes a sewer infrastructure plan that includes a network of new public sewer mains that would connect to the Inland Empire Utilities Agency (IEUA) sewer system. Furthermore, the SB330 Replacement Site would utilize septic or alternative wastewater disposal, given the urban density

of proposed zoning and the City's existing and planned wastewater treatment system. Therefore, no impact would occur for both of these sites.

Mitigation Measures

No mitigation is required.

Impact 4.5-6: *Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

Level of Significance: Less than Significant Impact with Mitigation Incorporated

Specific Plan – Phase I/Future Development Areas

Construction and Operations

The Project site currently operates with agricultural uses and is frequently disturbed by human and machine activity. A paleontological resource assessment was prepared for the Project to review the susceptibility of subsurface geologic units to provide paleontological resources as well as review records for fossil localities near the Project site. No paleontological resources or unique geologic formations were identified on the Project site during the field survey. A records search within a one-mile radius of the Project site did not yield any fossil localities and there were no fossil localities identified within the Project site boundaries.

The geologic units underlying the Project site are mapped entirely as younger Quaternary alluvium (Qyfa) dating from the late Holocene to Pleistocene. While these deposits typically do not contain significant vertebrate fossils within the uppermost layers, it is likely they are underlain in the area by older Quaternary deposits at relatively shallow but unknown depth. The Project would require remedial grading to remove all existing undocumented fill soils and near-surface alluvial soils. Preliminarily, the over excavations within the building areas are recommended to extend to a depth of at least four to six feet below existing grades and three to four feet below proposed building pad subgrade elevations. The over-excavation should also extend to a depth of at least two to three feet below bearing grade within the influence zones of any new foundations. These recommendations are subject to review and may be revised based on the results of the design-level geotechnical investigation. Excavation extending more than 10 feet below surface has the potential to impact the paleontologically sensitive older Quaternary sediments. MCC recommends the Project site be considered low to moderately sensitive to have the potential for construction activities of the Project to impact underlying paleontological resources.

Although no significant paleontological resources are expected to occur, the Project proponents would utilize the services of a project paleontologist in the case of any inadvertent discoveries. The provisions described in **MM GEO-1** would further reduce the impact of the Project on paleontological resources or unique geologic features to less than significant impact levels with mitigation incorporated.

Because fossils may be present at depths greater than 10 feet below the existing ground surface, paleontological spot-checking/monitoring in these areas is required. **MM GEO-1** would require a paleontological monitor to ensure that any paleontological finds are properly collected and recorded, and that construction is relocated to assess the find for significance. With the implementation of **MM GEO-1**,

potential impacts associated with paleontological resources would be less than significant. Therefore, no significant unavoidable adverse impacts relating to paleontological resources have been identified.

SB330 Replacement Site

Construction and Operations

Similar to the Specific Plan site, potential future development of the SB330 Replacement Site could result in impacts to paleontological resources. However, no specific development is proposed at this time, and the impacts would be similar to those evaluated as part of the City's TOP EIR. Any potential future development within the SB330 Replacement Site area would be subject to the City's standard discretionary review process, including the OMC and CEQA compliance. The proposed rezoning allows for a slight increase in residential density, which is not anticipated to result in any new or substantially more severe environmental impact than was evaluated in the City's TOP EIR. In consideration of the above, and with implementation of **MM GEO-1**, a less than significant impact is anticipated. **MM GEO-1** will be applied to the SB330 Replacement Site. Although no significant paleontological resources are expected to occur, the proposed Project proponents would utilize the services of a project paleontologist in the case of any inadvertent discoveries. The provisions described in **MM GEO-1** would further reduce the impact of the potential development of the SB330 Replacement Site on paleontological resources or unique geologic features to less than significant impact levels with mitigation incorporated.

Conclusion

Although no significant paleontological resources are expected to occur for the Project site, and if proposed development of the SB330 Replacement Site were to occur, they would be subject to project proponents which would utilize the services of a project paleontologist in the case of any inadvertent discoveries. The provisions described in **MM GEO-1**, below, would further reduce the impact of the Project and SB330 Replacement Site development on paleontological resources or unique geologic features to less than significant impact levels with mitigation incorporated.

Mitigation Measure

MM GEO-1 Periodic paleontological spot checks would be conducted when excavation exceeds depths of five feet to determine if older, paleontologically sensitive sediments are present. If present, monitoring would be implemented. Prior to the start of construction, a paleontological resource monitoring plan (PRMP) would be prepared and implemented. The Project's PRMP would implement the following procedures:

- A trained and qualified paleontological monitor would perform spot-check and/or monitoring of any excavations on the Project that have the potential to impact paleontological resources in undisturbed native sediments below five feet in depth. The monitor would have the ability to redirect construction activities to ensure avoidance of adverse impacts to paleontological resources.
- The Project paleontologist may re-evaluate the necessity for paleontological monitoring after examination of the affected sediments during excavation, with approval from Lead Agency and Client representatives.

- Any potentially significant fossils observed shall be collected and recorded in conjunction with best management practices and Society of Vertebrate Paleontology professional standards.
- Any fossils recovered during mitigation shall be deposited in an accredited and permanent scientific institution for the benefit of current and future generations.
- A report documenting the results of the monitoring, including any salvage activities and the significance of any fossils, shall be prepared and submitted to the appropriate personnel.

4.5.6 Cumulative Impacts

Geology and soils impacts are site-specific and generally do not combine to result in cumulative impacts. Like the Project, future development projects would be required to comply with applicable state and local building regulations, including the most recent CBC. Site-specific geologic hazards would be addressed in each project's geotechnical investigation. Although the rezoning of the dwelling units to the SB330 Replacement Site would allow for the development of additional housing units, these developments are not necessitated or proposed by the Project. Further, future developments would be required to comply with environmental analysis and review. Therefore, no significant cumulative impact would occur.

Additionally, other projects in the area would involve ground disturbance and could damage paleontological resources that could be buried in those project sites. As with the Project, other projects would require site specific paleontological analysis that could lead to mitigation requiring monitoring and recovery, identification, and curation of any resources discovered. Cumulative impacts to paleontological resources would be less than significant, and Project contribution would not be cumulatively considerable.

4.5.7 Significant Unavoidable Impacts

There are no unavoidable significant impacts with respect to Geological Resources.

4.5.8 References

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4.6 GREENHOUSE GAS EMISSIONS

This section of the Draft EIR evaluates the potential for implementation of the South Ontario Logistics Center Specific Plan (proposed Project) to cumulatively contribute to greenhouse gas (GHG) emissions impacts, within the City of Ontario (City). Because no single project is large enough to result in a measurable increase in global concentrations of GHG, climate change impacts of a project are considered on a cumulative basis.

This evaluation is based on the methodology recommended by the South Coast Air Quality Management District (SCAQMD). Modeling of GHG emissions was conducted using the California Emissions Estimator Model (CalEEMod), Version 2016.3.2, the California Air Resources Board's (CARB) EMFAC2017, Version 1.0.2, and CARB's OFFROAD2017 (Orion Web Database), Version 1.0.1. Model outputs are in *Appendix B3, Greenhouse Gas Emission Model Data*, of this Draft EIR.

4.6.1 Environmental Setting

Greenhouse Gases and Climate Change

Certain gases in the earth's atmosphere classified as GHGs play a critical role in determining the earth's surface temperature. Solar radiation enters the earth's atmosphere from space. A portion of the radiation is absorbed by the earth's surface and a smaller portion of this radiation is reflected back toward space. This absorbed radiation is then emitted from the earth as low-frequency infrared radiation. The frequencies at which bodies emit radiation are proportional to temperature. Because the earth has a much lower temperature than the sun, it emits lower-frequency radiation. Most solar radiation passes through GHGs; however, infrared radiation is absorbed by these gases. As a result, radiation that otherwise would have escaped back into space is instead "trapped," resulting in a warming of the atmosphere. This phenomenon, known as the greenhouse effect, is responsible for maintaining a habitable climate on earth.

The primary GHGs contributing to the greenhouse effect are carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O). Fluorinated gases also make up a small fraction of the GHGs that contribute to climate change. Examples of fluorinated gases include chlorofluorocarbons (CFCs), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF₆), and nitrogen trifluoride (NF₃); however, it is noted that these gases are not associated with typical land use development. Human-caused emissions of GHGs exceeding natural ambient concentrations are believed to be responsible for intensifying the greenhouse effect and leading to a trend of unnatural warming of the Earth's climate, known as global climate change or global warming.

GHGs are global pollutants, unlike criteria air pollutants and toxic air contaminants (TACs), which are pollutants of regional and local concern. Whereas pollutants with localized air quality effects have relatively short atmospheric lifetimes (about one day), GHGs have long atmospheric lifetimes (one to several thousand years). GHGs persist in the atmosphere for long enough time periods to be dispersed around the globe. Although the exact lifetime of a GHG molecule is dependent on multiple variables and cannot be pinpointed, more CO₂ is emitted into the atmosphere than is sequestered by ocean uptake, vegetation, or other forms of carbon sequestration. Of the total annual human-caused CO₂ emissions,

approximately 55 percent is sequestered through ocean and land uptakes every year, averaged over the last 50 years, whereas the remaining 45 percent of human-caused CO₂ emissions remains stored in the atmosphere.¹ *Table 4.6-1, Description of Greenhouse Gases* describes the primary GHGs attributed to global climate change, including their physical properties.

Table 4.6-1: Description of Greenhouse Gases

Greenhouse Gas	Description
Carbon Dioxide (CO ₂)	CO ₂ is a colorless, odorless gas that is emitted naturally and through human activities. Natural sources include decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic outgassing. Anthropogenic sources are from burning coal, oil, natural gas, and wood. The largest source of CO ₂ emissions globally is the combustion of fossil fuels such as coal, oil, and gas in power plants, automobiles, and industrial facilities. The atmospheric lifetime of CO ₂ is variable because it is readily exchanged in the atmosphere. CO ₂ is the most widely emitted GHG and is the reference gas (Global Warming Potential of 1) for determining Global Warming Potentials for other GHGs.
Nitrous Oxide (N ₂ O)	N ₂ O is largely attributable to agricultural practices and soil management. Primary human-related sources of N ₂ O include agricultural soil management, sewage treatment, combustion of fossil fuels, and adipic and nitric acid production. N ₂ O is produced from biological sources in soil and water, particularly microbial action in wet tropical forests. The atmospheric lifetime of N ₂ O is approximately 120 years. The Global Warming Potential of N ₂ O is 298.
Methane (CH ₄)	CH ₄ , a highly potent GHG, primarily results from off-gassing (the release of chemicals from nonmetallic substances under ambient or greater pressure conditions) and is largely associated with agricultural practices and landfills. Methane is the major component of natural gas, about 87 percent by volume. Human-related sources include fossil fuel production, animal husbandry, rice cultivation, biomass burning, and waste management. Natural sources of CH ₄ include wetlands, gas hydrates, termites, oceans, freshwater bodies, non-wetland soils, and wildfires. The atmospheric lifetime of CH ₄ is about 12 years and the Global Warming Potential is 25.
Hydrofluorocarbons (HFCs)	HFCs are typically used as refrigerants for both stationary refrigeration and mobile air conditioning. The use of HFCs for cooling and foam blowing is increasing, as the continued phase out of CFCs and HCFCs gains momentum. The 100-year Global Warming Potential of HFCs range from 124 for HFC-152 to 14,800 for HFC-23.
Perfluorocarbons (PFCs)	PFCs have stable molecular structures and only break down by ultraviolet rays about 60 kilometers above Earth's surface. Because of this, they have long lifetimes, between 10,000 and 50,000 years. Two main sources of PFCs are primary aluminum production and semiconductor manufacturing. Global Warming Potentials range from 6,500 to 9,200.
Chlorofluorocarbons (CFCs)	CFCs are gases formed synthetically by replacing all hydrogen atoms in methane or ethane with chlorine and/or fluorine atoms. They are nontoxic, nonflammable, insoluble, and chemically unreactive in the troposphere (the level of air at the earth's surface). CFCs were synthesized in 1928 for use as refrigerants, aerosol propellants, and cleaning solvents. The Montreal Protocol on Substances that Deplete the Ozone Layer prohibited their production in 1987. Global Warming Potentials for CFCs range from 3,800 to 14,400.
Sulfur Hexafluoride (SF ₆)	SF ₆ is an inorganic, odorless, colorless, and nontoxic, nonflammable gas. It has a lifetime of 3,200 years. This gas is manmade and used for insulation in electric power transmission equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas. The Global Warming Potential of SF ₆ is 23,900.

¹ Intergovernmental Panel on Climate Change, *Carbon and Other Biogeochemical Cycles*. In: *Climate Change 2013: The Physical Science Basis, Contribution of Working Group I to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change*, 2013. http://www.climatechange2013.org/images/report/WG1AR5_ALL_FINAL.pdf.

Greenhouse Gas	Description
Hydrochlorofluorocarbons (HCFCs)	HCFCs are solvents, similar in use and chemical composition to CFCs. The main uses of HCFCs are for refrigerant products and air conditioning systems. As part of the Montreal Protocol, HCFCs are subject to a consumption cap and gradual phase out. The United States is scheduled to achieve a 100 percent reduction to the cap by 2030. The 100-year Global Warming Potentials of HCFCs range from 90 for HCFC-123 to 1,800 for HCFC-142b.
Nitrogen Trifluoride (NF ₃)	NF ₃ was added to Health and Safety Code §38505(g)(7) as a GHG of concern. This gas is used in electronics manufacture for semiconductors and liquid crystal displays. It has a high global warming potential of 17,200.
Sources: Compiled from U.S. EPA, Overview of Greenhouse Gases, (https://www.epa.gov/ghgemissions/overview-greenhouse-gases), accessed 12-30-2020; U.S. EPA, Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2016, 2018; Intergovernmental Panel on Climate Change, Climate Change 2007: The Physical Science Basis, 2007; National Research Council, Advancing the Science of Climate Change, 2010; U.S. EPA, Methane and Nitrous Oxide Emission from Natural Sources, April 2010.	

4.6.2 Regulatory Setting

This section describes the federal, state, and local regulations applicable to GHG emissions.

Federal

The US Environmental Protection Agency (EPA) announced on December 7, 2009, that GHG emissions threaten the public health and welfare of the American people and that GHG emissions from on-road vehicles contribute to that threat. The EPA’s final findings respond to the 2007 US Supreme Court decision that GHG emissions fit within the Clean Air Act definition of air pollutants. The findings did not themselves impose any emission reduction requirements but allowed the EPA to finalize the GHG standards proposed in 2009 for new light-duty vehicles as part of the joint rulemaking with the Department of Transportation (USEPA 2009).

To regulate GHGs from passenger vehicles, EPA was required to issue an endangerment finding. The finding identifies emissions of six key GHGs—CO₂, CH₄, N₂O, hydrofluorocarbons, perfluorocarbons, and SF₆— that have been the subject of scrutiny and intense analysis for decades by scientists in the United States and around the world. The first three are applicable to the proposed project’s GHG emissions inventory because they constitute the majority of GHG emissions; per SCAQMD guidance, they are the GHG emissions that should be evaluated as part of a project’s GHG emissions inventory.

To date, national standards have not been established for nationwide GHG reduction targets, nor have any regulations or legislation been enacted specifically to address climate change and GHG emissions reduction at the Project level. Various efforts have been promulgated at the federal level to improve fuel economy and energy efficiency to address climate change and its associated effects.

Energy Independence and Security Act of 2007

The Energy Independence and Security Act of 2007 (December 2007), among other key measures, requires the following, which would aid in the reduction of national GHG emissions:

- Increase the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard requiring fuel producers to use at least 36 billion gallons of biofuel in 2022.
- Set a target of 35 miles per gallon for the combined fleet of cars and light trucks by model year 2020 and direct the National Highway Traffic Safety Administration (NHTSA) to establish a fuel

economy program for medium- and heavy-duty trucks and create a separate fuel economy standard for work trucks.

- Prescribe or revise standards affecting regional efficiency for heating and cooling products and procedures for new or amended standards, energy conservation, energy efficiency labeling for consumer electronic products, residential boiler efficiency, electric motor efficiency, and home appliances.

U.S. Environmental Protection Agency Endangerment Finding

The U.S. Environmental Protection Agency (EPA) authority to regulate GHG emissions stems from the U.S. Supreme Court decision in *Massachusetts v. EPA* (2007). The Supreme Court ruled that GHGs meet the definition of air pollutants under the existing Federal Clean Air Act (FCAA) and must be regulated if these gases could be reasonably anticipated to endanger public health or welfare. Responding to the Court's ruling, the EPA finalized an endangerment finding in December 2009. Based on scientific evidence it found that six GHGs (CO₂, CH₄, N₂O, HFCs, PFCs, and SF₆) constitute a threat to public health and welfare. Thus, it is the Supreme Court's interpretation of the existing FCAA and the EPA's assessment of the scientific evidence that form the basis for the EPA's regulatory actions.

Federal Vehicle Standards

In response to the U.S. Supreme Court ruling discussed above, Executive Order 13432 was issued in 2007 directing the EPA, the Department of Transportation, and the Department of Energy to establish regulations that reduce GHG emissions from motor vehicles, non-road vehicles, and non-road engines by 2008. In 2009, the NHTSA issued a final rule regulating fuel efficiency and GHG emissions from cars and light-duty trucks for model year 2011, and in 2010, the EPA and NHTSA issued a final rule regulating cars and light-duty trucks for model years 2012–2016.

In 2010, an Executive Memorandum was issued directing the Department of Transportation, Department of Energy, EPA, and NHTSA to establish additional standards regarding fuel efficiency and GHG reduction, clean fuels, and advanced vehicle infrastructure. In response to this directive, the EPA and NHTSA proposed stringent, coordinated federal GHG and fuel economy standards for model years 2017–2025 light-duty vehicles. The proposed standards projected to achieve 163 grams per mile of CO₂ in model year 2025, on an average industry fleet-wide basis, which is equivalent to 54.5 miles per gallon if this level were achieved solely through fuel efficiency. The final rule was adopted in 2012 for model years 2017–2021, and NHTSA intends to set standards for model years 2022–2025 in future rulemaking. On January 12, 2017, the EPA finalized its decision to maintain the current GHG emissions standards for model years 2022–2025 cars and light trucks. It should be noted that the EPA is currently proposing to freeze the vehicle fuel efficiency standards at their planned 2020 level (37 mpg), canceling any future strengthening (currently 54.5 mpg by 2026).

In addition to the regulations applicable to cars and light-duty trucks described above, in 2011, the EPA and NHTSA announced fuel economy and GHG standards for medium- and heavy-duty trucks for model years 2014–2018. The standards for CO₂ emissions and fuel consumption are tailored to three main vehicle categories: combination tractors, heavy-duty pickup trucks and vans, and vocational vehicles.

According to the EPA, this regulatory program will reduce GHG emissions and fuel consumption for the affected vehicles by 6 to 23 percent over the 2010 baselines.

In August 2016, the EPA and NHTSA announced the adoption of the phase two program related to the fuel economy and GHG standards for medium- and heavy-duty trucks. The phase two program will apply to vehicles with model year 2018 through 2027 for certain trailers, and model years 2021 through 2027 for semi-trucks, large pickup trucks, vans, and all types and sizes of buses and work trucks. The final standards are expected to lower CO₂ emissions by approximately 1.1 billion metric tons and reduce oil consumption by up to 2 billion barrels over the lifetime of the vehicles sold under the program.

On September 27, 2019, the U.S. EPA and the NHTSA published the “Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part One: One National Program.” (84 Fed. Reg. 51,310 (Sept. 27, 2019.)) The Part One Rule revokes California’s authority to set its own GHG emissions standards and set zero-emission vehicle mandates in California. On March 31, 2020, the EPA and NHTSA finalized rulemaking for SAFE Part Two, which sets CO₂ emissions standards and corporate average fuel economy (CAFE) standards for passenger vehicles and light duty trucks, covering model years 2021-2026.

State

California Air Resources Board

The California Air Resources Board (CARB) is responsible for the coordination and oversight of State and local air pollution control programs in California. Various statewide and local initiatives to reduce California’s contribution to GHG emissions have raised awareness about climate change and its potential for severe long-term adverse environmental, social, and economic effects. California is a significant emitter of CO₂ equivalents (CO₂e) in the world and produced 459 million gross metric tons of CO₂e in 2013. In the State, the transportation sector is the largest emitter of GHGs, followed by industrial operations such as manufacturing and oil and gas extraction.

The State of California legislature has enacted a series of bills that constitute the most aggressive program to reduce GHGs of any state in the nation. Some legislation, such as the landmark Assembly Bill (AB) 32, *California Global Warming Solutions Act of 2006*, was specifically enacted to address GHG emissions. Other legislation, such as Title 24 building efficiency standards and Title 20 appliance energy standards, were originally adopted for other purposes such as energy and water conservation, but also provide GHG reductions. This section describes the major provisions of the legislation.

Assembly Bill 32 (California Global Warming Solutions Act of 2006)

AB 32 instructs the CARB to develop and enforce regulations for the reporting and verification of statewide GHG emissions. AB 32 also directed CARB to set a GHG emissions limit based on 1990 levels, to be achieved by 2020. It set a timeline for adopting a scoping plan for achieving GHG reductions in a technologically and economically feasible manner.

California Air Resource Board Scoping Plan

CARB adopted the Scoping Plan to achieve the goals of AB 32. The Scoping Plan establishes an overall framework for the measures that would be adopted to reduce California’s GHG emissions. CARB

determined that achieving the 1990 emissions level would require a reduction of GHG emissions of approximately 29 percent below what would otherwise occur in 2020 in the absence of new laws and regulations (referred to as “business-as-usual”)². The Scoping Plan evaluates opportunities for sector-specific reductions, integrates early actions and additional GHG reduction measures by both CARB and the State’s Climate Action Team, identifies additional measures to be pursued as regulations, and outlines the adopted role of a cap-and-trade program³. Additional development of these measures and adoption of the appropriate regulations occurred through the end of 2013. Key elements of the Scoping Plan include:

- Expanding and strengthening existing energy efficiency programs, as well as building and appliance standards.
- Achieving a statewide renewables energy mix of 33 percent by 2020.
- Developing a California cap-and-trade program that links with other programs to create a regional market system and caps sources contributing 85 percent of California’s GHG emissions (adopted in 2011).
- Establishing targets for transportation related GHG emissions for regions throughout California and pursuing policies and incentives to achieve those targets (several sustainable community strategies have been adopted).
- Adopting and implementing measures pursuant to existing State laws and policies, including California’s clean car standards, heavy-duty truck measures, the Low Carbon Fuel Standard (amendments to the Pavley Standard adopted 2009; Advanced Clean Car standard adopted 2012), goods movement measures, and the Low Carbon Fuel Standard (adopted 2009).
- Creating targeted fees, including a public goods charge on water use, fees on gasses with high global warming potential, and a fee to fund the administrative costs of the State of California’s long-term commitment to AB 32 implementation.

In 2012, CARB released revised estimates of the expected 2020 emissions reductions. The revised analysis relied on emissions projections updated in light of current economic forecasts that accounted for the economic downturn since 2008, reduction measures already approved and put in place relating to future fuel and energy demand, and other factors. This update reduced the projected 2020 emissions from 596 million metric tons of CO₂e (MMTCo₂e) to 545 MMTCo₂e. The reduction in forecasted 2020 emissions means that the revised business-as-usual reduction necessary to achieve AB 32’s goal of reaching 1990 levels by 2020 is now 21.7 percent, down from 29 percent. CARB also provided a lower 2020 inventory forecast that incorporated State-led GHG emissions reduction measures already in place. When this lower forecast is considered, the necessary reduction from business-as-usual needed to achieve the goals of AB 32 is approximately 16 percent.

² CARB defines business-as-usual (BAU) in its Scoping Plan as emissions levels that would occur if California continued to grow and add new GHG emissions but did not adopt any measures to reduce emissions. Projections for each emission-generating sector were compiled and used to estimate emissions for 2020 based on 2002–2004 emissions intensities. Under CARB’s definition of BAU, new growth is assumed to have the same carbon intensities as was typical from 2002 through 2004.

³ The Climate Action Team, led by the secretary of the California Environmental Protection Agency, is a group of State agency secretaries and heads of agencies, boards, and departments. Team members work to coordinate statewide efforts to implement global warming emissions reduction programs and the State’s Climate Adaptation Strategy.

CARB adopted the first major update to the Scoping Plan on May 22, 2014. The updated Scoping Plan summarizes the most recent science related to climate change, including anticipated impacts to California and the levels of GHG emissions reductions necessary to likely avoid risking irreparable damage. It identifies the actions California has already taken to reduce GHG emissions and focuses on areas where further reductions could be achieved to help meet the 2020 target established by AB 32.

In 2016, the Legislature passed Senate Bill (SB) 32, which codifies a 2030 GHG emissions reduction target of 40 percent below 1990 levels. With SB 32, the Legislature passed companion legislation, AB 197, which provides additional direction for developing the Scoping Plan. On December 14, 2017 CARB adopted a second update to the Scoping Plan⁴. The 2017 Scoping Plan details how the State will reduce GHG emissions to meet the 2030 target set by Executive Order B-30-15 and codified by SB 32. Other objectives listed in the 2017 Scoping plan are to provide direct GHG emissions reductions; support climate investment in disadvantaged communities; and, support the Clean Power Plan and other Federal actions.

Senate Bill 32 (California Global Warming Solutions Act of 2006: Emissions Limit)

Signed into law in September 2016, SB 32 codifies the 2030 GHG reduction target in Executive Order B-30-15 (40 percent below 1990 levels by 2030). The bill authorizes CARB to adopt an interim GHG emissions level target to be achieved by 2030. CARB also must adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective GHG reductions.

SB 375 (The Sustainable Communities and Climate Protection Act of 2008)

Signed into law on September 30, 2008, SB 375 provides a process to coordinate land use planning, regional transportation plans, and funding priorities to help California meet the GHG reduction goals established by AB 32. SB 375 requires metropolitan planning organizations to include sustainable community strategies in their regional transportation plans for reducing GHG emissions, aligns planning for transportation and housing, and creates specified incentives for the implementation of the strategies.

AB 1493 (Pavley Regulations and Fuel Efficiency Standards)

AB 1493, enacted on July 22, 2002, required CARB to develop and adopt regulations that reduce GHGs emitted by passenger vehicles and light duty trucks. Implementation of the regulation was delayed by lawsuits filed by automakers and by the EPA's denial of an implementation waiver. The EPA subsequently granted the requested waiver in 2009, which was upheld by the U.S. District Court for the District of Columbia in 2011. The regulations establish one set of emission standards for model years 2009–2016 and a second set of emissions standards for model years 2017 to 2025. By 2025, when all rules will be fully implemented, new automobiles will emit 34 percent fewer CO₂e emissions and 75 percent fewer smog-forming emissions.

SB 1368 (Emission Performance Standards)

SB 1368 is the companion bill of AB 32, which directs the California Public Utilities Commission (CPUC) to adopt a performance standard for GHG emissions for the future power purchases of California utilities.

⁴ California Air Resources Board, *California's 2017 Climate Change Scoping Plan*, https://www.arb.ca.gov/cc/scopingplan/scoping_plan_2017.pdf. Accessed May 9, 2018.

SB 1368 limits carbon emissions associated with electrical energy consumed in California by forbidding procurement arrangements for energy longer than 5 years from resources that exceed the emissions of a relatively clean, combined cycle natural gas power plant. The new law effectively prevents California's utilities from investing in, otherwise financially supporting, or purchasing power from new coal plants located in or out of the State. The CPUC adopted the regulations required by SB 1368 on August 29, 2007. The regulations implementing SB 1368 establish a standard for baseload generation owned by, or under long-term contract to publicly owned utilities, for 1,100 pounds of CO₂ per megawatt-hour.

SB 1078 and SBX1-2 (Renewable Electricity Standards)

SB 1078 requires California to generate 20 percent of its electricity from renewable energy by 2017. SB 107 changed the due date to 2010 instead of 2017. On November 17, 2008, Governor Arnold Schwarzenegger signed Executive Order S-14-08, which established a Renewable Portfolio Standard target for California requiring that all retail sellers of electricity serve 33 percent of their load with renewable energy by 2020. Executive Order S-21-09 also directed CARB to adopt a regulation by July 31, 2010, requiring the State's load serving entities to meet a 33 percent renewable energy target by 2020. CARB approved the Renewable Electricity Standard on September 23, 2010 by Resolution 10-23. SBX1-2, which codified the 33 percent by 2020 goal.

SB 350 (Clean Energy and Pollution Reduction Act of 2015)

Signed into law on October 7, 2015, SB 350 implements the goals of Executive Order B-30-15. The objectives of SB 350 are to increase the procurement of electricity from renewable sources from 33 percent to 50 percent (with interim targets of 40 percent by 2024, and 25 percent by 2027) and to double the energy efficiency savings in electricity and natural gas end uses of retail customers through energy efficiency and conservation. SB 350 also reorganizes the Independent System Operator to develop more regional electricity transmission markets and improve accessibility in these markets, which will facilitate the growth of renewable energy markets in the western United States.

AB 398 (Market-Based Compliance Mechanisms)

Signed on July 25, 2017, AB 398 extended the duration of the Cap-and-Trade program from 2020 to 2030. AB 398 required CARB to update the Scoping Plan and for all GHG rules and regulations adopted by the State. It also designated CARB as the statewide regulatory body responsible for ensuring that California meets its statewide carbon pollution reduction targets, while retaining local air districts' responsibility and authority to curb toxic air contaminants and criteria pollutants from local sources that severely impact public health. AB 398 also decreased free carbon allowances over 40 percent by 2030 and prioritized Cap-and-Trade spending to various programs including reducing diesel emissions in impacted communities.

SB 150 (Regional Transportation Plans)

Signed on October 10, 2017, SB 150 aligns local and regional GHG reduction targets with State targets (i.e., 40 percent below their 1990 levels by 2030). SB 150 creates a process to include communities in discussions on how to monitor their regions' progress on meeting these goals. The bill also requires the CARB to regularly report on that progress, as well as on the successes and the challenges regions

experience associated with achieving their targets. SB 150 provides for accounting of climate change efforts and GHG reductions and identify effective reduction strategies.

SB 100 (California Renewables Portfolio Standard Program: Emissions of Greenhouse Gases)

Signed into Law in September 2018, SB 100 increased California's renewable electricity portfolio from 50 to 60 percent by 2030. SB 100 also established a further goal to have an electric grid that is entirely powered by clean energy by 2045.

Executive Orders Related to GHG Emissions

California's Executive Branch has taken several actions to reduce GHGs using executive orders. Although not regulatory, they set the tone for the State and guide the actions of state agencies.

Executive Order S-3-05. Executive Order S-3-05 was issued on June 1, 2005, which established the following GHG emissions reduction targets:

- By 2010, reduce GHG emissions to 2000 levels.
- By 2020, reduce GHG emissions to 1990 levels.
- By 2050, reduce GHG emissions to 80 percent below 1990 levels.

The 2050 reduction goal represents what some scientists believe is necessary to reach levels that will stabilize the climate. The 2020 goal was established to be a mid-term target. Because this is an executive order, the goals are not legally enforceable for local governments or the private sector.

Executive Order S-01-07. Issued on January 18, 2007, Executive Order S 01-07 mandates that a statewide goal shall be established to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020. The executive order established a Low Carbon Fuel Standard (LCFS) and directed the Secretary for Environmental Protection to coordinate the actions of the California Energy Commission, CARB, the University of California, and other agencies to develop and propose protocols for measuring the "life-cycle carbon intensity" of transportation fuels. CARB adopted the LCFS on April 23, 2009.

Executive Order S-13-08. Issued on November 14, 2008, Executive Order S-13-08 facilitated the California Natural Resources Agency development of the 2009 California Climate Adaptation Strategy. Objectives include analyzing risks of climate change in California, identifying and exploring strategies to adapt to climate change, and specifying a direction for future research.

Executive Order S-14-08. Issued on November 17, 2008, Executive Order S-14-08 expands the State's Renewable Energy Standard to 33 percent renewable power by 2020. Additionally, Executive Order S-21-09 (signed on September 15, 2009) directs CARB to adopt regulations requiring 33 percent of electricity sold in the State come from renewable energy by 2020. CARB adopted the Renewable Electricity Standard on September 23, 2010, which requires 33 percent renewable energy by 2020 for most publicly owned electricity retailers.

Executive Order S-21-09. Issued on July 17, 2009, Executive Order S-21-09 directs CARB to adopt regulations to increase California's RPS to 33 percent by 2020. This builds upon SB 1078 (2002), which

established the California RPS program, requiring 20 percent renewable energy by 2017, and SB 107 (2006), which advanced the 20 percent deadline to 2010, a goal which was expanded to 33 percent by 2020 in the 2005 Energy Action Plan II.

Executive Order B-30-15. Issued on April 29, 2015, Executive Order B-30-15 established a California GHG reduction target of 40 percent below 1990 levels by 2030 and directs CARB to update the Climate Change Scoping Plan to express the 2030 target in terms of million metric tons of CO₂e (MMTCO₂e). The 2030 target acts as an interim goal on the way to achieving reductions of 80 percent below 1990 levels by 2050, a goal set by Executive Order S-3-05. The executive order also requires the State's climate adaptation plan to be updated every three years and for the State to continue its climate change research program, among other provisions. With the enactment of SB 32 in 2016, the Legislature codified the goal of reducing GHG emissions by 2030 to 40 percent below 1990 levels.

Executive Order B-55-18. Issued on September 10, 2018, Executive Order B-55-18 establishes a goal to achieve carbon neutrality as soon as possible, and no later than 2045, and achieve and maintain net negative emissions thereafter. This goal is in addition to the existing statewide targets of reducing GHG emissions. The executive order requires CARB to work with relevant state agencies to develop a framework for implementing this goal. It also requires CARB to update the Scoping Plan to identify and recommend measures to achieve carbon neutrality. The executive order also requires state agencies to develop sequestration targets in the Natural and Working Lands Climate Change Implementation Plan.

California Regulations and Building Codes

California has a long history of adopting regulations to improve energy efficiency in new and remodeled buildings. These regulations have kept California's energy consumption relatively flat even with rapid population growth.

Title 20 Appliance Efficiency Regulations. The appliance efficiency regulations (California Code of Regulations [CCR] Title 20, §1601-1608) include standards for new appliances. Twenty-three categories of appliances are included in the scope of these regulations. These standards include minimum levels of operating efficiency, and other cost-effective measures, to promote the use of energy- and water-efficient appliances.

Title 24 Building Energy Efficiency Standards. California's Energy Efficiency Standards for Residential and Nonresidential Buildings (CCR Title 24, Part 6), was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficient technologies and methods. Energy efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases GHG emissions. The 2019 Building Energy Efficiency Standards were adopted on May 9, 2018 and take effect on January 1, 2020. Under the 2019 standards, homes will use about 53 percent less energy and nonresidential buildings will use about 30 percent less energy than buildings under the 2016 standards.

Title 24 California Green Building Standards Code. The California Green Building Standards Code (CCR Title 24, Part 11 code) commonly referred to as the CALGreen Code, is a statewide mandatory construction code developed and adopted by the California Building Standards Commission and the Department of Housing and Community Development. The CALGreen standards require new residential and commercial buildings to comply with mandatory measures under the topics of planning and design, energy efficiency, water efficiency/conservation, material conservation and resource efficiency, and environmental quality. CALGreen also provides voluntary tiers and measures that local governments may adopt that encourage or require additional measures in the five green building topics. The most recent update to the CALGreen Code went into effect January 1, 2020 (2019 CALGreen). The 2019 CALGreen standards will continue to improve upon the existing standards for new construction of, and additions and alterations to, residential and nonresidential buildings.

Regional

South Coast Air Quality Management District Thresholds

The South Coast Air Quality Management District (SCAQMD) formed a GHG California Environmental Quality Act (CEQA) Significance Threshold Working Group to provide guidance to local lead agencies on determining significance for GHG emissions in their CEQA documents. As of the last Working Group meeting (Meeting #15) held in September 2010, the SCAQMD is proposing to adopt a tiered approach for evaluating GHG emissions for development projects where SCAQMD is not the lead agency.

With the tiered approach, the Project is compared with the requirements of each tier sequentially and would not result in a significant impact if it complies with any tier. Tier 1 excludes projects that are specifically exempt from SB 97 from resulting in a significant impact. Tier 2 excludes projects that are consistent with a GHG reduction plan that has a certified final CEQA document and complies with AB 32 GHG reduction goals. Tier 3 excludes projects with annual emissions lower than a screening threshold. The SCAQMD has adopted a threshold of 10,000 metric tons of CO₂e (MTCO₂e) per year for industrial projects and a 3,000 MTCO₂e threshold was proposed for non-industrial projects but has not been adopted. During Working Group Meeting #7 it was explained that this threshold was derived using a 90 percent capture rate of a large sampling of industrial facilities. During Meeting #8, the Working Group defined industrial uses as production, manufacturing, and fabrication activities or storage and distribution (e.g., warehouse, transfer facility, etc.). SCAQMD concluded that projects with emissions less than the screening threshold would not result in a significant cumulative impact. SCAQMD concluded that projects with emissions less than the screening threshold would not result in a significant cumulative impact.

Tier 4 consists of three decision tree options. Under the Tier 4 first option, SCAQMD initially outlined that a project would be excluded if design features and/or mitigation measures resulted in emissions 30 percent lower than business as usual emissions. However, the Working Group did not provide a recommendation for this approach. The Working Group folded the Tier 4 second option into the third option. Under the Tier 4 third option, a project would be excluded if it was below an efficiency-based threshold of 4.8 MTCO₂e per service population per year. Tier 5 would exclude projects that implement offsite mitigation (GHG reduction projects) or purchase offsets to reduce GHG emission impacts to less than the proposed screening level.

GHG efficiency metrics are utilized as thresholds to assess the GHG efficiency of a project on a per capita basis or on a service population basis (the sum of the number of jobs and the number of residents provided by a project) such that a project would allow for consistency with the goals of AB 32 (i.e., 1990 GHG emissions levels by 2020 and 2035). GHG efficiency thresholds can be determined by dividing the GHG emissions inventory goal of the State, by the estimated 2035 population and employment. This method allows highly efficient projects with higher mass emissions to meet the overall reduction goals of AB 32, and is appropriate, because the threshold can be applied evenly to all project types (residential or commercial/retail only and mixed use).

Southern California Association of Governments

On September 3, 2020, SCAG's Regional Council adopted Connect SoCal (2020 - 2045 Regional Transportation Plan/Sustainable Communities Strategy [2020 RTP/SCS]). The RTP/SCS charts a course for closely integrating land use and transportation so that the region can grow smartly and sustainably. The strategy was prepared through a collaborative, continuous, and comprehensive process with input from local governments, county transportation commissions, tribal governments, non-profit organizations, businesses and local stakeholders within the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. The RTP/SCS is a long-range vision plan that balances future mobility and housing needs with economic, environmental, and public health goals. The SCAG region strives toward sustainability through integrated land use and transportation planning. The SCAG region must achieve specific federal air quality standards and is required by state law to lower regional GHG emissions.

Chino Airport Land Use, Compatibility Plan

The Project site is within the Chino Airport Influence Area. The Chino Airport is located just south of the Project site across Merrill Avenue. The Chino Airport has adopted its own Airport Comprehensive Land Use Plan (ACLUP).

Local

City of Ontario Climate Action Plan

The City adopted the Community Climate Action Plan (CAP) in November 2014. The primary purpose of the City's Community CAP is to design a feasible strategy to reduce GHG emissions generated by community activities that is consistent with statewide Scoping Plan GHG reduction efforts. Community activities are those activities occurring in association with the land uses and activities within the City's jurisdictional boundary, generally from sources of emissions that the City's community can influence or control. The GHG emissions reduction target established under the CAP is 30 percent under year 2020 business-as-usual (BAU) levels. This goal is consistent with CARB's 2008 Scoping Plan, which was developed to implement AB 32 and provide a recommended GHG reduction target of 15 percent below "current" (2005-2008) levels to local communities by the year 2020 (Ontario 2014).

As part of the CAP, the City published a guidance document titled "Greenhouse Gas Emissions, CEQA Thresholds and Screening Tables" (December 2014) (Screening Tables).⁵ As part of this guidance, the City

⁵ <https://www.ontarioca.gov/sites/default/files/Ontario-Files/Planning/Applications/Community%20Climate%20Action%20Plan%20-%20Appendix%20B.pdf> (accessed August 20, 2021).

determined that if GHG emissions of a given project exceeds 3,000 MTCO₂e/yr., then Project emissions would need to be reduced by 25 percent when compared to year 2008 emissions levels. Alternatively, the Project would need to achieve a minimum of 100 points pursuant to measures identified in the Screening Tables. The Screening Tables include a variety of measures to choose from, including building energy efficiency, water conservation, and VMT (vehicle miles traveled) reduction.

The City is updating the Community Climate Action Plan as part of the Ontario Plan Update, anticipated to be completed in 2021. The City is in the process of developing an interim Development Screening Table and the latest draft was revised on May 1, 2018. The updated CAP will include a specific target for GHG reductions for 2030, 2040, and 2050. The targets will be consistent with broader State and federal reduction targets and will reflect contemporary scientific understanding of GHG reductions required by 2050. At the time of the Project GHG analysis, the City's CAP update is underway.

4.6.3 Thresholds of Significance

According to Appendix G of the *State CEQA Guidelines*, a project would normally have a significant effect on the environment if the Project would:

- 1) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.
- 2) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

Addressing GHG emissions generation impacts requires an agency to determine what constitutes a significant impact. The amendments to the State CEQA Guidelines specifically allow lead agencies to determine thresholds of significance that illustrate the extent of an impact and are a basis from which to apply mitigation measures. This means that each agency is left to determine whether a project's GHG emissions will have a "significant" impact on the environment. The guidelines direct that agencies are to use "careful judgment" and "make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate" the project's GHG emissions.

City of Ontario Climate Action Plan

The City CAP includes reducing 39,769 MTCO₂e resulting from new development by the year 2020. This would require new development to be 25 percent more efficient than current development. To ensure new development projects are consistent with the Community CAP, the Community CAP includes implementation of a Development Review Process (DRP) to reduce GHG emissions associated with new development. The DRP sets forth procedures for evaluating GHG impacts and determining significance for CEQA purposes by applying an emissions level that is determined to be less than significant for small projects, and using the Greenhouse Reduction Measures Screening Threshold Table to mitigate Project GHG emissions that exceed the threshold level.

- **Projects with 3,000 MTCO₂e or Less.** The City determined the size of development that is too small to be able to provide the level of GHG emission reductions expected from the Screening Tables based upon the 90th percentile capture rate concept developed by the South Coast Air Quality Management District's (SCAQMD) GHG Working Group. Projects that generate 3,000

MTCO₂e or less would have less than significant GHG emissions and would not need to use the Screening Tables to mitigate project-related GHG, although they would be required to implement best management practices.

- **Projects that Exceed 3,000 MTCO₂e:** If the Project is above 3,000 MTCO₂e then the applicants for future development project within the City would need either to use the “Screening Tables” in the CAP, or quantify GHG emissions and provide additional mitigation that achieves a 25 percent reduction. The Screening Tables provide a menu of options that both ensures implementation of the reduction strategies and flexibility.

4.6.4 Project Impacts and Mitigation

Methodology

Global climate change is, by definition, a cumulative impact of GHG emissions. Therefore, there is no project-level analysis. The baseline against which to compare potential impacts of the project includes the natural and anthropogenic drivers of global climate change, including worldwide GHG emissions from human activities which almost doubled between 1970 and 2010 from approximately 27 gigatons (Gt) of CO₂/year to nearly 49 GtCO₂/year.⁶ As such, the geographic extent of climate change and GHG emissions cumulative impact discussion is worldwide.

The Project’s construction and operational emissions were calculated using the California Emissions Estimator Model version 2016.3.2 (CalEEMod). Details of the modeling assumptions and emission factors are provided in *Appendix B3*. For construction, CalEEMod calculates emissions from off-road equipment usage and on-road vehicle travel associated with haul, delivery, and construction worker trips. GHG emissions during construction were forecasted based on the proposed construction schedule and applying the mobile-source and fugitive dust emissions factors derived from CalEEMod. The Project’s construction-related GHG emissions would be generated from off-road construction equipment, on-road hauling and vendor (material delivery) trucks, and worker vehicles.

The Project’s operations-related GHG emissions would be generated by vehicular traffic, off-road equipment, area sources (e.g., landscaping maintenance, consumer products), electrical generation, natural gas consumption, water supply and wastewater treatment, and solid waste. The increase of traffic over existing conditions as a result of the Project was obtained from the Project’s Traffic Study prepared by Urban Crossroads (February 2021). Emissions rates in CalEEMod have been updated with CARB SAFE Rule adjustment factors and EMFAC2017 emission rates consistent with the methodology described in *Section 5.2, Methodology for Converting EMFAC2014 Emission Rates into CalEEMod Vehicle Emission Factors of Appendix A, Calculation Details for CalEEMod* in the *CalEEMod User Guide*.

It should be noted that CalEEMod emission factors incorporate compliance with some, but not all, applicable rules and regulations regarding energy efficiency and vehicle fuel efficiency, and other GHG reduction policies, as described in the CalEEMod User’s Guide (November 2017). For example, RPS is not accounted for in the current version of CalEEMod. Reductions from RPS are addressed by revising the electricity emission intensity factor in CalEEMod to account for the utility complying with the 33 percent

⁶ Intergovernmental Panel on Climate Change, *Climate Change 2014 Mitigation of Climate Change Working Group III Contribution to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change*, 2014.

renewable mandate by 2020. As of 2018 (latest available), Southern California Edison's (SCE) power mix was at 36 percent renewable energy⁷ and will be required to achieve the 60 percent renewable energy goal by 2030 established by SB 100. The CalEEMod carbon intensity factor was adjusted within the model to represent Southern California Edison's current emissions rate.

Energy savings from water conservation resulting from the Green Building Code Standards for indoor water use and California Model Water Efficient Landscape Ordinance for outdoor water use are not included in CalEEMod. The Water Conservation Act of 2009 mandates a 20 percent reduction in urban water use that is implemented with these regulations. Benefits of the water conservation regulations are applied in the CalEEMod mitigation component. Adjustments were also made for Project design features that would reduce GHG emissions, including the following: landscape planters; living plants; energy-efficient buildings to reduce air, water, and land pollution and environmental impacts from energy production and consumption; passive design including skylights, building orientation, landscaping, and strategic colors to improve building energy performance; use of recycled and other environmentally-friendly building materials wherever possible; incorporate skylights into at least two percent of warehouse/distribution building roof area to provide natural light and reduce electric lighting demand; use energy-efficient LED (or similar) products; provide interior or exterior bicycle storage consistent with the California Green Building Standards Code; and employ high-performance dual-pane window glazing in office storefronts. The proposed Project would also be constructed in conformance with CALGreen, which requires high-efficiency water fixtures for indoor plumbing and water efficient irrigation systems.

The 2019 Building Energy Efficiency Standards (adopted on May 9, 2018) took effect on January 1, 2020. Under the 2019 standards, homes would use about 53 percent less energy and nonresidential buildings would use about 30 percent less energy than buildings under the 2016 standards. Adjustments were made for Project design features that would reduce GHG emissions.

The mitigated output from CalEEMod shows reductions from existing regulatory requirements and Project design features that are termed "mitigation" within the model; however, those modeling components associated with locational measures and compliance with existing regulations are not considered mitigation under CEQA, but rather are treated as Project design features.

Impact Analysis

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts.

Impact 4.6-1: *Would the Project generate GHG emissions, either directly or indirectly, that could have a significant impact on the environment?*

Level of Significance: Significant and Unavoidable Impact

Construction associated with the Project would result in direct emissions of CO₂, N₂O, and CH₄ from construction equipment and the transport of materials and construction workers to and from the Project Site. Construction-related emissions are only temporary and would cease once construction is complete.

⁷ California Energy Commission, 2018 Power Content Label, July 2019.

Construction GHG emissions are typically summed and amortized over the lifetime of the Project (assumed to be 30 years), then added to the operational emissions⁸.

Operational or long-term emissions occur over the life of the Project. GHG emissions would result from direct emissions such as Project generated vehicular traffic, on-site combustion of natural gas, and operation of any landscaping equipment. Operational GHG emissions would also result from indirect sources, such as off-site generation of electrical power, the energy required to convey water to, and wastewater from the Project, the emissions associated with solid waste generated from the Project, and any fugitive refrigerants from air conditioning or refrigerators.

Specific Plan – Phase 1

Construction

The total GHG emissions generated during construction of Phase 1 are combined and are shown in *Table 4.6-2, Phase 1 Construction-Related Greenhouse Gas Emissions*.

Table 4.6-2: Phase 1 Construction-Related Greenhouse Gas Emissions

Category	MTCO ₂ e
2022 Construction	400.88
2023 Construction	2,897.84
Total Construction Emissions	3,298.72
30-Year Amortized Construction	109.86
Source: CalEEMod, Version 2016.3.2.	

As shown in *Table 4.6-2*, Phase 1 would result in the generation of approximately 3,298.72 MTCO₂e over the course of construction. The amortized Project construction emissions would be 109.86 MTCO₂e per year.

Operations

Operational GHG emissions associated with the Phase 1 are summarized in *Table 4.6-3, Phase 1 - Operational GHG Emissions*. Along with the emissions calculated by CalEEMod, *Table 4.6-3* also includes emissions from transport refrigeration units (TRU). *Table 4.6-3* shows that the unmitigated Project would generate approximately 46,341 MTCO₂e per year.

Mitigation measures have been identified in Section 4.2 (Air Quality) that would reduce GHG emissions to the maximum extent feasible and are shown in *Table 4.6-3* under “mitigated.” **MMAQ-2** requires the use of electrical off-road equipment such as forklifts and hostlers/yard trucks that would also reduce GHG emissions from combustion engines. **MMAQ-3** requires electrical hookups at loading bays for cold storage to reduce GHG emissions from TRUs. **MMAQ-4** requires the implementation of a Transportation Demand Management (TDM) program to reduce single occupant vehicle trips and encourage transit, reducing GHG emissions from passenger vehicles. **MMAQ-5** prohibits idling when engines are not in use to reduce GHG emissions from trucks.

⁸ The project lifetime is based on the standard 30-year assumption of the South Coast Air Quality Management District (South Coast Air Quality Management District, *Minutes for the GHG CEQA Significance Threshold Stakeholder Working Group #13, August 26, 2009*).

Table 4.6-3: Phase 1 - Operational GHG Emissions

Source	MTCO ₂ e Per Year
Unmitigated	
Area	0.13
Energy	6,771.58
Mobile	33,818.23
Transport Refrigeration Units	59.80
Off-Road Equipment ¹	1,981.06
Solid Waste	795.59
Water	2,805.04
Construction-Amortized	109.86
Total Emissions	46,341.29
Ontario CAP Threshold	3,000.00
Exceeds Threshold?	Yes
Mitigated	
Area	0.13
Energy	6,771.58
Mobile	32,784.44
Transport Refrigeration Units	59.80
Off-Road Equipment ²	1,200.10
Solid Waste	795.59
Water	2,805.04
Construction-Amortized	109.86
Total Emissions	44,526.34
Ontario CAP Threshold	3,000.00
Exceeds Threshold?	Yes
Source: CalEEMod, Version 2016.3.2. Notes: Totals may not equal 100 percent due to rounding. ¹ Unmitigated off-road equipment includes emissions from diesel powered forklifts and yard trucks/hostlers ² Mitigated off-road equipment includes the energy emissions necessary to power electric forklifts and yard trucks/hostlers as required by mitigation measure AQ- 2	

With the implementation of **MM AQ-2** through **AQ-5**, Phase 1 would generate approximately 44,526 MTCO₂e annually from both construction and operations. It should be noted that emissions of motor vehicles are controlled by State and Federal standards and the Project has no control over these standards.

Phase 1 of the Project will comply with the City’s Community CAP. Since emissions from Phase 1 of the Project exceed the 3,000 MTCO₂e threshold, the Project is presumed to have a potentially significant GHG emissions impact. To ensure that the Project reduces emissions by the maximum amount feasible, **MM GHG-1** would require that the Project incorporate project design features to achieve a minimum score of 100 points on the Screening Tables. As stated in the Community CAP, Projects that achieve a minimum score of 100 points or provide additional mitigation that achieves a 25 percent reduction are considered less than significant.

At the time of this analysis, the City’s CAP update is underway. However, potential timeframes for approval and adoption of the City CAP update are unknown. Once approved, the CAP may implement performance standards and GHG emissions reduction targets differing from the current CAP. There is the potential that even after achieving more than 100 points on the current Screening Tables, the Project may conflict with as-yet-unknown performance standards and GHG emissions reduction targets implemented under the anticipated CAP updates, and thereby result in GHG emissions that would be considered to represent a significant impact on the environment. Therefore, even with the implementation of **MM AQ-2** through **AQ-5** and **MM GHG-1**, this Project impact is conservatively considered significant and unavoidable.

Future Development Areas – Phase 2

Construction

The total GHG emissions generated during construction of Phase 2 are combined and are shown in *Table 4.6-4, Phase 2 Construction-Related Greenhouse Gas Emissions*.

Table 4.6-4: Phase 2 Construction-Related Greenhouse Gas Emissions

Category	MTCO ₂ e
2023 Construction	309.10
2024 Construction	2,293.80
Total Construction Emissions	2,602.90
30-Year Amortized Construction	86.76
Source: CalEEMod, Version 2016.3.2.	

As shown in *Table 4.6-4*, the Phase 2 would result in the generation of approximately 2,602.90 MTCO₂e over the course of construction. The amortized Project construction emissions would be 86.76 MTCO₂e per year.

Operations

Total GHG emissions associated with the Phase 2 are summarized in *Table 4.6-5, Phase 2 - Operational GHG Emissions*. Along with the emissions calculated by CalEEMod, *Table 4.6-5* also includes emissions from transport refrigeration units (TRU). *Table 4.6-5* shows that the unmitigated Project would generate approximately 33,406 MTCO₂e per year.

Mitigation measures have been identified in Section 4.2 (Air Quality) that would also reduce GHG emissions to the maximum extent feasible and are shown in *Table 4.6-5* under “mitigated.” **MM AQ-2** requires the use of electrical off-road equipment such as forklifts and hostlers/yard trucks that would reduce GHG emissions from combustion engines. **MM AQ-3** requires electrical hookups at loading bays for cold storage to reduce GHG emissions from TRUs. **MM AQ-4** requires the implementation of a TDM program to reduce single occupant vehicle trips and encourage transit, reducing GHG emissions from passenger vehicles. **MM AQ-5** prohibits idling when engines are not in use to reduce GHG emissions from trucks.

Table 4.6-5: Phase 2 - Operational GHG Emissions

Source	MTCO ₂ e Per Year
Unmitigated	
Area	0.09
Energy	4,782.17
Mobile	23,783.41
Transport Refrigeration Units	60.63
Off-Road Equipment ¹	2,278.90
Solid Waste	565.39
Water	1,848.57
Construction-Amortized	86.76
Total Emissions	33,405.92
Ontario CAP Threshold	3,000.00
Exceeds Threshold?	Yes
Mitigated	
Area	0.09
Energy	4,782.71
Mobile	18,017.49
Transport Refrigeration Units	60.63
Off-Road Equipment ²	1,200.10
Solid Waste	565.39
Water	1,848.57
Construction-Amortized	86.76
Total Emissions	26,561.74
Ontario CAP Threshold	3,000.00
Exceeds Threshold?	Yes
Source: CalEEMod, Version 2016.3.2. Notes: Totals may not equal 100 percent due to rounding. ¹ Unmitigated off-road equipment includes emissions from diesel powered forklifts and yard trucks/hostlers ² Mitigated off-road equipment includes the energy emissions necessary to power electric forklifts and yard trucks/hostlers as required by mitigation measure AQ- 2	

With the implementation of **MM AQ-2** through **AQ-5** Phase 2 would generate approximately 26,562 MTCO₂e annually from both construction and operations. It should be noted that emissions of motor vehicles are controlled by State and Federal standards and the Project has no control over these standards.

Phase 2 of the Project will also comply with the City’s Community CAP. Since emissions from Phase 2 of the Project exceed the 3,000 MTCO₂e threshold, the Project is presumed to have a potentially significant GHG emissions impact. To ensure that the Project reduces emissions by the maximum amount feasible, **MM GHG-1** would require that the Project incorporate project design features to achieve a minimum score of 100 points on the Screening Tables. As stated in the Community CAP, projects that achieve a minimum score of 100 points or provide additional mitigation that achieves a 25 percent reduction are considered less than significant.

At the time of this analysis, the City’s CAP update is underway. However, potential timeframes for approval and adoption of the City CAP update are unknown. Once approved, the CAP may implement performance standards and GHG emissions reduction targets differing from the current CAP. There is the potential that even after achieving more than 100 points on the current Screening Tables, the Project may conflict with as-yet-unknown performance standards and GHG emissions reduction targets implemented under the anticipated CAP updates, and thereby result in GHG emissions that would be considered to represent a significant impact on the environment. Therefore, even with the implementation of **MM AQ-2** through **MM AQ-5** and **MM GHG-1**, this Project impact is conservatively considered significant and unavoidable.

Project Buildout (Phase 1 + Phase 2)

Construction

The total GHG emissions generated during construction of Phase 1 and Phase 2 are combined and are shown in *Table 4.6-6, Project Buildout - Construction-Related Greenhouse Gas Emissions*.

Table 4.6-6: Project Buildout - Construction-Related Greenhouse Gas Emissions

Category	MTCO ₂ e
2022 Construction	400.88
2023 Construction	3,206.94
2024 Construction	2,293.80
Total Construction Emissions	5,901.62
30-Year Amortized Construction	196.72
Source: CalEEMod, Version 2016.3.2.	

As shown in *Table 4.6-6, Project Buildout* would result in the generation of approximately 5,902 MTCO₂e over the course of construction. The amortized Project construction emissions would be 197 MTCO₂e per year.

Operations

Total GHG emissions associated with the Project Buildout are summarized in *Table 4.6-7, Project Buildout Operational GHG Emissions*. Along with the emissions calculated by CalEEMod, *Table 4.6-7* also includes emissions from transport refrigeration units (TRU). *Table 4.6-7* shows that the unmitigated Project would generate approximately 33,406 MTCO₂e per year.

Mitigation measures have been identified in Section 4.2 (Air Quality) that would also reduce GHG emissions to the maximum extent feasible and are shown in *Table 4.6-7* under “mitigated.” **MM AQ-2** requires the use of electrical off-road equipment such as forklifts and hostlers/yard trucks that would reduce GHG emissions from combustion engines. **MM AQ-3** requires electrical hookups at loading bays for cold storage to reduce GHG emissions from TRUs. **MM AQ-4** requires the implementation of a TDM program to reduce single occupant vehicle trips and encourage transit, reducing GHG emissions from passenger vehicles. **MM AQ-5** prohibits idling when engines are not in use to reduce GHG emissions from trucks.

Table 4.6-7: Project Buildout Operational GHG Emissions

Source	MTCO ₂ e Per Year
Unmitigated	
Area	0.22
Energy	11,553.75
Mobile	57,601.64
Transport Refrigeration Units	120.43
Off-Road Equipment ¹	4,259.96
Solid Waste	1,360.98
Water	4,653.61
Construction-Amortized	196.62
Total Emissions	79,747.21
Ontario CAP Threshold	3,000.00
Exceeds Threshold?	Yes
Mitigated	
Area	0.22
Energy	11,554.29
Mobile	50,801.93
Transport Refrigeration Units	120.43
Off-Road Equipment ²	2,400.20
Solid Waste	1,360.98
Water	4,653.61
Construction-Amortized	196.62
Total Emissions	71,088.28
Ontario CAP Threshold	3,000.00
Exceeds Threshold?	Yes
Source: CalEEMod, Version 2016.3.2. Notes: Totals may not equal 100 percent due to rounding. ¹ Unmitigated off-road equipment includes emissions from diesel powered forklifts and yard trucks/hostlers ² Mitigated off-road equipment includes the energy emissions necessary to power electric forklifts and yard trucks/hostlers as required by mitigation measure AQ- 2	

With the implementation of **MM AQ-2** through **MM AQ-5** the Project would generate approximately 26,562 MTCO₂e annually from both construction and operations of Phase 1 and Phase 2. It should be noted that emissions of motor vehicles are controlled by State and Federal standards and the Project has no control over these standards.

Project Buildout will comply with the City’s Community CAP. Since Project emissions exceed the 3,000 MTCO₂e threshold, the Project is presumed to have a potentially significant GHG emissions impact. To ensure that the Project reduces emissions by the maximum amount feasible, **MM GHG-1** would require that the Project incorporate project design features to achieve a minimum score of 100 points on the Screening Tables. As stated in the Community CAP, projects that achieve a minimum score of 100 points or provide additional mitigation that achieves a 25 percent reduction are considered less than significant.

At the time of this analysis, the City’s CAP update is underway. However, potential timeframes for approval and adoption of the City CAP update are unknown. Once approved, the CAP may implement

performance standards and GHG emissions reduction targets differing from the current CAP. There is the potential that even after achieving more than 100 points on the current Screening Tables, the Project may conflict with as-yet-unknown performance standards and GHG emissions reduction targets implemented under the anticipated CAP updates, and thereby result in GHG emissions that would be considered to represent a significant impact on the environment. Therefore, even with the implementation of **MM AQ-2** through **MM AQ-5** and **MM GHG-1**, this Project impact is conservatively considered significant and unavoidable.

SB330 Replacement Site

The net effect of relocating the 1,352 dwelling units of zoning potential to the SB330 Replacement Sites is expected to have an overall net GHG benefit, regionally, due to reduced traffic and energy emissions from higher density development in a mixed-use area with transit. Also note that the SB330 Replacement Site is being considered by the City for even higher density as part of the City's TOP Update, which would have separate City review and CEQA analysis. Finally, any future residential development within the SB330 Replacement Site would be subject to applicable local, regional, state, and federal air quality regulations as summarized under the Regulatory Framework discussion above. Therefore, this impact would be less than significant.

Conclusion

As shown in *Table 4.6-7*, Project Buildout would generate approximately 71,088 MTCO₂e per year with the implementation of operational air quality **MM AQ-2** through **MM AQ-5**. Mitigation measure **AQ-2** requires the use of electrical off-road equipment such as forklifts and hostlers/yard trucks. **MM AQ-3** requires electrical hookups at loading bays for cold storage. **MM AQ-4** requires the implementation of a Transportation Demand Management (TDM) program to reduce single-occupant vehicle trips and encourage public transit. Additionally, **MM AQ-5** prohibits idling when engines are not in use.

Since the majority (71 percent) of emissions are from mobile sources and neither the Project Applicant nor the City have regulatory authority to control tailpipe emissions, no feasible mitigation measures exist that would reduce the Project's impacts with respect to mobile operational emissions to less than significant levels. While the Project has some control over GHG emissions (refer to **MM AQ-2** through **MM AQ-5**), the majority of emissions are beyond the Project's control. **MM GHG-1** would require that the Project incorporate project design features to achieve a minimum score of 100 points on the Screening Tables. As stated in the Community CAP, projects that achieve a minimum score of 100 points or provide additional mitigation that achieves a 25 percent reduction are considered less than significant. However, at the time of this analysis, the City's CAP update is underway and the potential timeframes for approval and adoption of the City CAP update are unknown. Once approved, the CAP may implement performance standards and GHG emissions reduction targets differing from the current CAP. There is the potential that even after achieving more than 100 points on the current Screening Tables, the Project may conflict with as-yet-unknown performance standards and GHG emissions reduction targets implemented under the anticipated CAP updates, and thereby result in GHG emissions that would be considered to represent a significant impact on the environment. Therefore, even with the implementation of **MM AQ-2** through **MM AQ-5** and **MM GHG-1**, this Project impact is conservatively considered significant and unavoidable.

Mitigation Measures

Refer to **MM AQ-2** through **AQ-5** in *Section 4.2, Air Quality*.

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.

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?*

Level of Significance: Significant and Unavoidable Impact

Specific Plan – Phase 1, Future Development Areas – Phase 2, SB330 Replacement Site *City of Ontario Community Climate Action Plan*

The primary purpose of the City's Community CAP is to design a feasible strategy to reduce GHG emissions generated by community activities that is consistent with statewide Scoping Plan GHG reduction efforts. The City has identified a series of reduction measures to be implemented by the City. These reduction measures include programs that improve building energy efficiency, increase use of public and active transit, and decrease VMT, increase use of alternative-fueled vehicles, increase use of renewable energy, reduce water consumption, and reduce waste.

Table 4.6-8 evaluates the consistency of the proposed Project to the applicable measures of the Community CAP. As discussed in the table, the proposed Project would be consistent with all applicable measures. By using energy more efficiently, harnessing renewable energy to power buildings, recycling waste, and enhancing access to sustainable transportation modes, the City can keep dollars in local economy, create new green jobs, and improve community quality of life. As shown in *Table 4.6-8*, the Project would not conflict with the goals of the Community CAP.

Table 4.6-8: Community CAP Consistency

CAP Measure Name	Measure Description	Compliance	
Performance Standard For New Development			
PS-1	Performance Standard for New Development: New projects emitting more than 3,000 MTCO ₂ e per year need to reduce emissions by 25 percent.	Consistent:	The proposed Project will achieve a minimum of 100 points using the Greenhouse Gas Reduction Measures Screening Threshold Table as required under MM GHG-1. MM GHG-1 will ensure that the Project demonstrates consistency with the reduction measures in the CAP. Projects with features that yield 100 Screening Table points have been determined to have a less than significant individual and cumulative GHG emission impact.
BMP-1	Performance Standard for New Development; Best Management Practices: New projects emitting less than 3,000 MTCO ₂ e per year to exceed Title 24 Energy Efficiency Standards by at least 5 percent, or equivalent level of GHG emission reduction.	N/A:	The Project is subject to measure PS-1 as it would generate emissions exceeding 3,000 MTCO ₂ e/yr
Building Energy			
Energy-1	CAP Consistency: Ensure that the City's local Climate Action, Land Use, Housing, and Transportation Plans are aligned with, support, and enhance any regional plans that have been developed consistent with state guidance to achieve reductions in GHG emissions.	N/A:	This measure is not applicable to individual land use development projects.
Energy-2	Regional Cooperation: Coordinate with special districts, nonprofits, and other public organizations to share resources, achieve economies of scale, and develop green building policies and programs that are optimized on a regional scale.	N/A:	This measure is not applicable to individual land use development projects.
Energy-3	Energy Efficiency Funding for Existing Low-Income Residents: Partner with community services agencies to fund energy efficiency projects, including heating, ventilation, air conditioning, lighting, water-heating equipment, insulation, and weatherization, for low-income residents. Provide permitting-related and other incentives for energy-efficient building project.	N/A:	This measure is not applicable to individual land use development projects.
Energy-4	Energy Efficiency Incentives and Programs to Promote Retrofits for Existing Residential Buildings: Incentivize or otherwise support voluntary energy-efficiency retrofits of existing residential buildings to achieve reductions in natural gas and electricity usage. Adopt standards and/or promote voluntary programs that retrofit indoor lights, electric clothes dryers,	N/A:	This measure is applicable to existing buildings only

CAP Measure Name	Measure Description	Compliance	
	energy-star thermostats, window seals, duct sealing, air sealing, and attic insulation.		
Energy-5	Energy Efficiency Incentives and Programs to Promote Retrofits for Existing Non-Residential Buildings: Voluntary programs for existing non-residential facilities will improve building-wide energy efficiency by 20 percent by 2020.	N/A:	This measure is applicable to existing buildings only
Energy-6	Streetlights: Adopt outdoor lighting standards to reduce electricity consumption. Require 40 percent reduction in energy use from traffic signals and streetlights by 2020.	N/A:	This measure is to be taken at the City level.
Renewable Energy			
Renewable Energy-1	Solar Installation for Existing Non-Residential for Major Rehabilitations or Expansions: Install solar photovoltaic panels on nonresidential buildings greater or equal to 25,000 square feet in size requiring discretionary permits for major rehabilitations or expansions (additions of 25,000 square feet of office retail/commercial or 100,000 square feet of industrial/warehouse floor area).	N/A:	This measure is applicable to existing buildings only
Renewable Energy-2	Solar Installation in Existing Single-Family Housing: Install solar panels on 22 percent of existing single-family homes by 2020.	N/A:	This measure is applicable to existing buildings only
Renewable Energy-3	Solar Installation in Existing Nonresidential Buildings: Install solar panels on 32 percent of existing nonresidential buildings by 2020	N/A:	This measure is applicable to existing buildings only
Wastewater Treatment			
Wastewater-1	Recycled Water: Require 50 percent of all water used for non-potable sources to be recycled water by 2020. Require all new parks and schools to use 100 percent recycled water for non-potable outdoor uses, as feasible. Develop public educational materials that support and encourage the use of recycled water. Adopt a City Municipal facility goal of 50 percent use of recycled water for non-potable sources.	Consistent:	The proposed Project would construct and be connected to recycled water infrastructure. It is projected that 100 percent of total outdoor water demand of the project would be served by recycled water.
Wastewater-2	Waste-to-Energy/Methane Recovery: Encourage the Inland Empire Utilities Agency (IEUA) to implement waste-to-energy projects at the IEUA RP-1 wastewater treatment plant by 2020, and to utilize collected gas to fuel onsite stationary sources.	N/A:	This measure is not applicable to general industrial projects.

CAP Measure Name	Measure Description	Compliance	
Solid Waste Management			
Waste-1	Waste Diversion: Divert 75 percent of city-generated waste from landfills.	Consistent:	The proposed Project would be subject to all applicable local, state, and federal waste diversion requirement.
Waste-2	Construction and Demolition Waste Recovery Ordinance: Implement an ordinance requiring building projects to recycle or reuse at least 50 percent of unused or leftover building materials.	Consistent:	The proposed Project is anticipated to recycle and reuse leftover or unused building materials.
On-Road Transportation			
Trans-1	Expand Public Transportation Infrastructure: Work with appropriate agencies to create an interconnected transportation system that allows a shift in travel from private passenger vehicles to alternative modes, including public transit, ride sharing, car-sharing, bicycling, and walking.	N/A:	This measure is not applicable to general industrial projects.
Trans-2	Transit Frequency and Speed: To the extent feasible, support shorter transit-passenger travel time through reduced headways and increased speed. Support regional transit operators to reduce average fleet travel time by 5 minutes.	N/A:	This measure is not applicable to general industrial projects.
Trans-3	“Smart Bus” Technology: Collaborate with LA Metro, Metrolink, and Omnitrans to implement “Smart Bus” technology.	N/A:	This measure is not applicable to general industrial projects.
Trans-4	Expand Public Transportation Participation: Collaborate with regional transit operators on programs to increase use of the City’s public transportation system.	N/A:	This measure is not applicable to general industrial projects.
Trans-5	Low- and Zero-Emission Vehicles: Support and promote the use of low- and zero-emission vehicles in the City.	Consistent:	Phase 1 of the proposed Project would install 96 parking stalls for electric vehicles and 37 clean air/vanpool parking stalls. Phase 2 Parking has not yet been designed.
Trans-6	Vehicle Idling: Prohibit idling of heavy-duty trucks (greater than 26,000 gross vehicle weight) for longer than 3 minutes.	N/A:	This measure is not directly applicable to the proposed Project as the measure pertains to a City action to adopt an ordinance. However, the current idling limit adopted by CARB and local air district regulations is 5 minutes (Rule 2485). Compliance with CARB airborne toxic control measures that reduce diesel emissions would also reduce heavy-duty truck exhaust associated with the proposed Project to the extent feasible.

CAP Measure Name	Measure Description	Compliance	
Trans-7	<p>Parking Policy: Adopt a comprehensive parking policy that encourages carpooling and the use of alternative transportation, including providing parking spaces for car-share vehicles at convenient locations accessible by public transportation. Consider requirements for the following to reduce vehicle miles traveled (VMT) within the City by 2 percent. Designate 5 percent of downtown parking spaces for ride-sharing vehicles</p>	Consistent:	Phase 1 of the proposed Project would install 96 parking stalls for electric vehicles and 37 clean air/vanpool parking stalls. Phase 2 Parking has not yet been designed.
Trans-8	<p>Event Parking: Consider establishing policies and programs to reduce onsite parking demand and promote ride-sharing during events at the Ontario Convention Center and other event venues. Consider a goal to reduce VMT at major events by 2 percent.</p>	N/A:	The proposed Project involves development of general industrial uses and not an event venue.
Trans-9	<p>Roadway Management: Implement traffic and roadway management strategies to improve mobility and efficiency and reduce associated emissions. Consider a goal to reduce community vehicle fuel consumption by 2 percent.</p>	Consistent:	The proposed Project would include a traffic demand management program as identified in MM AQ-4.
Trans-10	<p>Signal Synchronization: Evaluate potential efficiency gains from further signal synchronization. Synchronize traffic signals throughout the City and with adjoining cities while allowing free flow of mass transit systems. Require continuous maintenance of the synchronization system. Consider a goal to reduce City-wide vehicle fuel consumption by 2 percent.</p>	N/A:	This measure is to be taken at the City level.
Trans-11	<p>School Transit Plan: Encourage local school districts to develop school transit plans to substantially reduce automobile trips to, and congestion surrounding, schools. (According to some estimates, parents driving their children to school account for 20–25 percent of the morning commute.) Plans may address, e.g., necessary infrastructure improvements and potential funding sources, replacing older diesel buses with low- or zero-emission vehicles, mitigation fees to expand school bus service, Safe Routes to School programs, and other formal efforts to increase walking and biking by students. Although this measure is not within the City’s authority, Ontario can work with local school districts to develop these plans.</p>	N/A:	The proposed Project involves development of general industrial uses and is not a school project.
Source: City of Ontario, Community Climate Action Plan, 2014			

The CAP Appendix B, *Greenhouse Gas Emissions CEQA Thresholds and Screening Tables* (CAP Screening Tables) establishes a points system that assigns values for each GHG emissions mitigation design element or operational program feature incorporated into a given development project. The CAP Screening Tables point values correspond to the minimum GHG emissions reduction expected from each feature. Projects with features that yield at least 100 Screening Table points are considered consistent with the reduction quantities anticipated in the City’s CAP. Such projects would be determined to have a less than significant individual and cumulative GHG emissions impact. *Table 4.6-9* identifies potential design features and their associated scores. The City is also considering additional design features but have not yet been assigned point values. The applicant may work with the City to determine point values for additional design features with goal of achieving a minimum of 100 points. *Table 4.6-9* shows that the proposed Project has the potential to achieve 100 points on the CAP’s screening tables.

Table 4.6-9: GHG Reduction Measures Screening Table for Industrial Development

Feature	Description	Assigned Point Value
Insulation	2008 Baseline (walls: R-13; roof/attic: R-30)	0
	Modestly Enhanced Insulation (walls: R-13; roof/attic: R-38)	15
	Enhanced Insulation (rigid wall insulation: R-13; roof/attic: R-38)	18
	Greatly Enhanced Insulation (sprayfoam wall insulated walls R-15 or higher) roof/attic R-38 or higher)	20
Windows	2008 Baseline Windows (0.57 U-factor, 0.4 solar heat gain coefficient (SHGC))	0
	Modestly Enhanced Window Insulation {0.4 U-Factor, 0.32 SHGC)	7
	Enhanced Window Insulation {0.32 U-Factor, 0.25 SHGC)	8
	Greatly Enhanced Window Insulation {0.28 or less U-Factor, 0.22 or less SHGC)	12
Cool Roof	Modest Cool Roof (CRRC Rated 0.15 aged solar reflectance, 0.75 thermal emittance)	12
	Enhanced Cool Roof (CRRC Rated 0.2 aged solar reflectance, 0.75 thermal emittance)	14
	Greatly Enhanced Cool Roof (CRRC Rated 0.35 aged solar reflectance, 0.75 thermal emittance)	16
Air Infiltration	Air barrier applied to exterior walls, caulking, and visual inspection such as the HERS Verified Quality Insulation Installation (Q11 or equivalent)	12
	Blower Door HERS Verified Envelope Leakage or equivalent	10
Thermal Storage of Building	Modest Thermal Mass (10% of floor or 10% of walls: 12" or more thick exposed concrete or masonry. No permanently installed floor covering such as carpet, linoleum, wood or other insulating materials)	4
	Enhanced Thermal Mass (20% of floor or 20% of walls: 12" or more thick exposed concrete or masonry. No permanently installed floor covering such as carpet, linoleum, wood or other insulating materials)	6

Feature	Description	Assigned Point Value
	Enhanced Thermal Mass (80% of floor or 80% of walls: 12" or more thick exposed concrete or masonry. No permanently installed floor covering such as carpet, linoleum, wood or other insulating materials)	24
Indoor Space Efficiencies		
Heating/Cooling Distribution System	Minimum Duct Insulation (R-4.2 required)	0
	Modest Duct insulation (R-6)	8
	Enhanced Duct Insulation (R-8)	10
Space Heating/Cooling Equipment	2008 Minimum HVAC Efficiency (SEER 13/60% AFUE or 7.7 HSPF)	0
	Improved Efficiency HVAC (SEER 14/65% AFUE or 8 HSPF)	7
	High Efficiency HVAC (SEER 15/72% AFUE or 8.5 HSPF)	8
	Very High Efficiency HVAC (SEER 16/80% AFUE or 9 HSPF)	12
Water Heaters	2008 Minimum Efficiency (0.57 Energy Factor)	0
	Improved Efficiency Water Heater (0.675 Energy Factor)	14
	High Efficiency Water Heater (0.72 Energy Factor)	16
	Very High Efficiency Water Heater (0.92 Energy factor)	19
	Solar Pre-heat System (0.2 Net Solar Fraction)	4
	Enhanced Solar Pre-heat System (0.35 Net Solar Fraction)	8
Daylighting	All peripheral rooms within the living space have at least one window (required)	1
	All rooms within the living space have daylight (through use of windows, solar tubes, skylights, etc.)	5
	All rooms daylighted	7
Artificial Lighting	2008 Minimum (required)	0
	Efficient lights (25% of in-unit fixtures considered high efficacy. High efficacy is defined as 40 lumens/watt for 15 watt or less fixtures: 50 lumens/watt for 15 to 40 watt fixtures, 60 lumens/watt for fixtures >40 watt)	9
	High Efficiency lights (50% of in-unit fixtures are high efficacy)	12
	Very High Efficiency Lights (100% of in-unit fixtures are high efficacy)	14
Appliances	Energy Star Commercial Refrigerator (new)	4
	Energy Star Commercial Dish Washer (new)	4
	Energy Star Commercial Clothes Washing	4
Irrigation and Landscaping		
Water Efficient Landscaping	Eliminate conventional turf from landscaping	0
	Only moderate water using	3
	Only low water using plants	4

Feature	Description	Assigned Point Value
	Only California Native landscape that requires no, or only supplemental, irrigation	8
Water Efficient Irrigation Systems	Low precipitation spray heads <. 75"/hour, or drip irrigation	1
	Weather based Irrigation control systems combined with drip irrigation (demonstrate 20% reduced water use)	5
Recycled Water	Recycled connections (purple pipe) to irrigation system on site	5
Potable Water		
Showers	Water Efficient Showerheads (2.0 gpm)	3
Toilets	Water Efficient Toilets (1.5 gpm)	3
Faucets	Water Efficient faucets (1.28 gpm)	3
Commercial Dishwashers	Water Efficient Dishwasher (6 gallons per cycle or less)	1
Commercial Laundry Washers	Water Efficient Washing Machine (Water factor < 5.5)	1
Source: City of Ontario, Greenhouse Gas Reduction Measures Screening Threshold Table Directions, revised 5-1-2018.		

As noted above, implementation of **MM GHG-1** would require future development accommodated under the proposed Project to be designed to achieve at least 100 points on the City’s GHG Screening Threshold Table. This measure would ensure that future Project development is consistent with the City’s Community CAP and would reduce impacts to less than significant. However, there is the potential for the Project to generate GHG emissions that would result in significant impacts on the environment, and it is therefore conservatively considered to be a significant and unavoidable impact.

SCAG Regional Transportation Plan/Sustainable Communities Strategy Consistency

On September 3, 2020, SCAG’s Regional Council adopted Connect SoCal (2020 - 2045 Regional Transportation Plan/Sustainable Communities Strategy [RTP/SCS]). The RTP/SCS is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. The RTP/SCS embodies a collective vision for the region’s future and is developed with input from local governments, county transportation commissions, tribal governments, nonprofit organizations, businesses, and local stakeholders in the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. SCAG’s RTP/SCS establishes GHG emissions goals for automobiles and light-duty trucks for 2020 and 2035 as well as an overall GHG target for the Project region consistent with both the target date of AB 32 and the post-2020 GHG reduction goals of Executive Orders 5-03-05 and B-30-15.

The RTP/SCS contains over 4,000 transportation projects, ranging from highway improvements, railroad grade separations, bicycle lanes, new transit hubs and replacement bridges. These future investments were included in county plans developed by the six county transportation commissions and seek to reduce traffic bottlenecks, improve the efficiency of the region’s network, and expand mobility choices for

everyone. The RTP/SCS is an important planning document for the region, allowing project sponsors to qualify for federal funding.

The plan accounts for operations and maintenance costs to ensure reliability, longevity, and cost-effectiveness. The RTP/SCS is also supported by a combination of transportation and land use strategies that help the region achieve state GHG emissions reduction goals and Federal Clean Air Act (FCAA) requirements, preserve open space areas, improve public health and roadway safety, support our vital goods movement industry, and utilize resources more efficiently. GHG emissions resulting from development-related mobile sources are the most potent source of emissions, and therefore Project comparison to the RTP/SCS is an appropriate indicator of whether the Project would inhibit the post-2020 GHG reduction goals promulgated by the state. The Project’s consistency with the RTP/SCS goals is analyzed in detail in *Table 4.6-10: Regional Transportation Plan/Sustainable Communities Strategy Consistency*.

4.6-10: Regional Transportation Plan/Sustainable Communities Strategy Consistency

SCAG Goals		Compliance	
GOAL 1:	Encourage regional economic prosperity and global competitiveness.	N/A:	This is not a project-specific policy and is therefore not applicable. However, the Project will include industrial development which would contribute to regional economic prosperity.
GOAL 2:	Improve mobility, accessibility, reliability, and travel safety for people and goods.	Consistent:	Although this Project is not a transportation improvement project, the Project is located near the Chino Airport and existing transit routes on SR-60, SR-71 and I-15.
GOAL 3:	Enhance the preservation, security, and resilience of the regional transportation system.	N/A:	This is not a transportation improvement project and is therefore not applicable.
GOAL 4:	Increase person and goods movement and travel choices within the transportation system.	N/A:	This is not a transportation improvement project and is therefore not applicable. However, the Project includes warehouse use that would support goods movement.
GOAL 5:	Reduce greenhouse gas emissions and improve air quality.	Consistent:	The Project is located in proximity to existing truck routes and freeways. Location of the project within a developed area would reduce trip lengths, which would reduce GHG and air quality emissions.
GOAL 6:	Support healthy and equitable communities	Consistent:	Although the Project exceeds regional thresholds for NO _x , the Project does not exceed localized thresholds. Based on the Friant Ranch decision, projects that do not exceed the SCAQMD’s LSTs would not violate any air quality standards or contribute substantially to an existing or projected air quality violation and result in no criteria pollutant health impacts.
GOAL 7:	Adapt to a changing climate and support an integrated regional development pattern and transportation network.	N/A:	This is not a project-specific policy and is therefore not applicable.

SCAG Goals		Compliance	
GOAL 8:	Leverage new transportation technologies and data-driven solutions that result in more efficient travel.	N/A:	This is not a project-specific policy and is therefore not applicable.
GOAL 9:	Encourage development of diverse housing types in areas that are supported by multiple transportation options.	N/A:	The Project involves development of a warehouse and does not include housing.
GOAL 10:	Promote conservation of natural and agricultural lands and restoration of habitats.	Consistent:	Although the Project would develop Prime Farmland, this development is consistent with the City's TOP EIR and Agricultural Overlay District, which is an interim overlay while this area transitions to urban development.

Source: Southern California Association of Governments, Regional Transportation Plan/Sustainable Communities Strategy, 2020.

The goals identified in the 2020 RTP/SCS were used to determine consistency with the SCAG's RTP/SCS. As shown in *Table 4.8-10*, the Project would be consistent with all stated goals of the RTP/SCS. Implementation of the Project would not result in any significant impacts or interfere with SCAG's ability to achieve the region's post-2020 mobile source GHG reduction targets.

Consistency with the CARB Scoping Plan

The California State Legislature adopted AB 32 in 2006. AB 32 focuses on reducing GHGs (CO₂, CH₄, NO_x, HFCs, PFCs, and SF₆) to 1990 levels by the year 2020. Pursuant to the requirements in AB 32, CARB adopted the Climate Change Scoping Plan (Scoping Plan) in 2008, which outlines actions recommended to obtain that goal. The CCSP provides a range of GHG reduction actions that include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, market-based mechanisms such as the cap-and-trade program, and an AB 32 implementation fee to fund the program. As shown in *Table 4.6-11, Project Consistency with Applicable CARB Scoping Plan Measures*, the Project is consistent with most of the strategies, while others are not applicable to the Project.

The 2017 Scoping Plan Update identifies additional GHG reduction measures necessary to achieve the 2030 target. These measures build upon those identified in the first update to the CCSP in 2013. Although a number of these measures are currently established as policies and measures, some measures have not yet been formally proposed or adopted. It is expected that these actions to reduce GHG emissions will be adopted as required to achieve statewide GHG emissions targets. As such, impacts related to consistency with the Scoping Plan would be less than significant.

Table 4.6-11: Project Consistency with Applicable CARB Scoping Plan Measures

Scoping Plan Sector	Scoping Plan Measure	Implementing Regulations	Project Consistency
Transportation	California Cap-and-Trade Program Linked to Western Climate Initiative	Regulation for the California Cap on GHG Emissions and Market-Based Compliance Mechanism October 20, 2015 (CCR 95800)	Consistent. The Cap-and-Trade Program applies to large industrial sources such as power plants, refineries, and cement manufacturers. However, the regulation indirectly affects people who use the products and services produced by these industrial sources when increased cost of products or services (such as electricity and fuel) are transferred to the consumers. The Cap-and-Trade Program covers the GHG emissions associated with electricity consumed in

Scoping Plan Sector	Scoping Plan Measure	Implementing Regulations	Project Consistency
			California, generated in-state or imported. Accordingly, GHG emissions associated with CEQA projects' electricity usage are covered by the Cap-and-Trade Program. The Cap-and-Trade Program also covers fuel suppliers (natural gas and propane fuel providers and transportation fuel providers) to address emissions from such fuels and combustion of other fossil fuels not directly covered at large sources in the Program's first compliance period.
	California Light-Duty Vehicle GHG Standards	Pavley I 2005 Regulations to Control GHG Emissions from Motor Vehicles Pavley I 2005 Regulations to Control GHG Emissions from Motor Vehicles	Consistent. This measure applies to all new vehicles starting with model year 2012. The Project would not conflict with its implementation as it would apply to all new passenger vehicles purchased in California. Passenger vehicles, model year 2012 and later, associated with construction and operation of the Project would be required to comply with the Pavley emissions standards.
		2012 LEV III California GHG and Criteria Pollutant Exhaust and Evaporative Emission Standards	Consistent. The LEV III amendments provide reductions from new vehicles sold in California between 2017 and 2025. Passenger vehicles associated with the site would comply with LEV III standards.
	Low Carbon Fuel Standard	2009 readopted in 2015. Regulations to Achieve GHG Emission Reductions Subarticle 7. Low Carbon Fuel Standard CCR 95480	Consistent. This measure applies to transportation fuels utilized by vehicles in California. The Project would not conflict with implementation of this measure. Motor vehicles associated with construction and operation of the Project would utilize low carbon transportation fuels as required under this measure.
	Regional Transportation-Related GHG Targets.	SB 375. Cal. Public Resources Code §§21155, 21155.1, 21155.2, 21159.28	Consistent. The Project would provide development in the region that is consistent with the growth projections in the RTP/SCS.
	Goods Movement	Goods Movement Action Plan January 2007	Not applicable. The Project does not propose any changes to maritime, rail, or intermodal facilities or forms of transportation.
	Medium/Heavy-Duty Vehicle	2010 Amendments to the Truck and Bus Regulation, the Drayage Truck Regulation and the Tractor-Trailer GHG Regulation	Consistent. This measure applies to medium and heavy-duty vehicles that operate in the state. The Project would not conflict with implementation of this measure. Medium and heavy-duty vehicles associated with construction and operation of the Project would be required to comply with the requirements of this regulation.
	High Speed Rail	Funded under SB 862	Not applicable. This is a statewide measure that cannot be implemented by a project applicant or Lead Agency.
Electricity and Natural Gas	Energy Efficiency	Title 20 Appliance Efficiency Regulation	Consistent. The Project would not conflict with implementation of this measure. The Project would comply with the latest energy efficiency standards.
		Title 24 Part 6 Energy Efficiency Standards for Residential and Non-Residential Building	
Title 24 Part 11 California Green Building Code Standards			
	Renewable Portfolio Standard/Renewable Electricity Standard.	2010 Regulation to Implement the Renewable Electricity Standard (33% 2020)	Consistent. The Project would obtain electricity from the electric utility, Southern California Edison (SCE). In 2018 SCE obtained 42 percent of its power supply from renewable sources, including large hydroelectric

Scoping Plan Sector	Scoping Plan Measure	Implementing Regulations	Project Consistency
	Million Solar Roofs Program	SB 350 Clean Energy and Pollution Reduction Act of 2015 (50% 2030)	projects. Therefore, the utility would provide power when needed on-site that is composed of a greater percentage of renewable sources.
	Million Solar Roofs Program	Tax Incentive Program	Consistent. This measure is to increase solar throughout California, which is being done by various electricity providers and existing solar programs. The program provides incentives that are in place at the time of construction.
Water	Water	Title 24 Part 11 California Green Building Code Standards	Consistent. The Project would comply with the CalGreen standards, which requires a 20 percent reduction in indoor water use.
		SBX 7-7—The Water Conservation Act of 2009	
		Model Water Efficient Landscape Ordinance	
Green Buildings	Green Building Strategy	Title 24 Part 11 California Green Building Code Standards	Consistent. The State is to increase the use of green building practices. The Project would implement required green building strategies through existing regulation that requires the Project to comply with various CalGreen requirements. The Project includes sustainability design features that support the Green Building Strategy.
Industry	Industrial Emissions	2010 CARB Mandatory Reporting Regulation	Not applicable. The Mandatory Reporting Regulation requires facilities and entities with more than 10,000 MTCO _{2e} of combustion and process emissions, all facilities belonging to certain industries, and all electric power entities to submit an annual GHG emissions data report directly to CARB. As shown above, although total Project GHG emissions would exceed 10,000 MTCO _{2e} , the majority of these emissions are from mobile sources. Therefore, this regulation would not apply.
Recycling and Waste Management	Recycling and Waste	Title 24 Part 11 California Green Building Code Standards	Consistent. The Project would not conflict with implementation of these measures. The Project is required to achieve the recycling mandates via compliance with the CALGreen code. The City has consistently achieved its state recycling mandates.
		AB 341 Statewide 75 Percent Diversion Goal	
Forests	Sustainable Forests	Cap and Trade Offset Projects	Not applicable. The Project is in an area designated for urban uses. No forested lands exist on-site.
High Global Warming Potential	High Global Warming Potential Gases	CARB Refrigerant Management Program CCR 95380	Consistent. The regulations are applicable to refrigerants used by large air conditioning systems and large commercial and industrial refrigerators and cold storage system. The Project would not conflict with the refrigerant management regulations adopted by CARB.
Agriculture	Agriculture	Cap and Trade Offset Projects for Livestock and Rice Cultivation	Not applicable. The Project site is designated for urban development. No grazing, feedlot, or other agricultural activities that generate manure are proposed to be implemented by the Project.
Source: California Air Resources Board, California's 2017 Climate Change Scoping Plan, November 2017 and CARB, Climate Change Scoping Plan, December 2008.			

Conclusion

As seen in *Table 4.6-9*, *Table 4.6-10*, and *Table 4.6-11*, the Project would be consistent with applicable plan goals. In addition, the Project would include several sustainable design features as required by **MM GHG-1** that would help reduce GHG emissions.

Regarding goals for 2050 under Executive Order S-3-05, at this time it is not possible to quantify the emissions savings from future regulatory measures, as they have not yet been developed; nevertheless, it can be anticipated that operation of the proposed Project would benefit from the implementation of current and potential future regulations (e.g., improvements in vehicle emissions, SB 100/renewable electricity portfolio improvements, etc.) enacted to meet an 80 percent reduction below 1990 levels by 2050.

The majority of the GHG reductions from the Scoping Plan would result from continuation of the Cap-and-Trade Regulation. Assembly Bill 398 (2017) extends the state's Cap-and-Trade program through 2030 and the Scoping Plan provide a comprehensive plan for the state to achieve its GHG targets through a variety of regulations enacted at the state level. Additional reductions are achieved from electricity sector standards (i.e., utility providers to supply 60 percent renewable electricity by 2030 and 100 percent renewable by 2045), doubling the energy efficiency savings at end uses, additional reductions from the LCFS, implementing the short-lived GHG strategy (e.g., hydrofluorocarbons), and implementing the Mobile Source Strategy and Sustainable Freight Action Plan.

Several of the State's plans and policies would contribute to a reduction in mobile source emissions from the Project. These include the CARB's Advanced Clean Truck Regulation, Executive Order N-79-20, CARB's Mobile Source Strategy, CARB's Sustainable Freight Action Plan, and CARB's Emissions Reduction Plan for Ports and Goods Movement. CARB's Advanced Clean Truck Regulation was approved in June 2020 requiring truck manufacturers to transition from diesel trucks and vans to electric zero-emission trucks beginning in 2024. By 2045, every new truck sold in California is required to be zero-emission. The Advanced Clean Truck Regulation accelerates the transition of zero-emission medium-and heavy-duty vehicles from Class 2b to Class 8.

Executive Order N-79-20 establishes the goal for all new passenger cars and trucks, as well as all drayage/cargo trucks and off-road vehicles and equipment, sold in California, will be zero-emission by 2035 and all medium and heavy-duty vehicles will be zero-emission by 2045. It also directs CARB to develop and propose rulemaking for passenger vehicles and trucks, medium-and heavy-duty fleets where feasible, drayage trucks, and off-road vehicles and equipment "requiring increasing volumes" of new ZEVs "towards the target of 100 percent."

CARB's Mobile Source Strategy which includes increasing ZEV buses and trucks and their Sustainable Freight Action Plan which improves freight system efficiency, utilizes near-zero emissions technology, and deployment of ZEV trucks. This Plan applies to all trucks accessing the Project site and may include existing trucks or new trucks that are part of the statewide goods movement sector. CARB's Emissions Reduction Plan for Ports and Goods Movement identifies measures to improve goods movement efficiencies such as advanced combustion strategies, friction reduction, waste heat recovery, and electrification of accessories. While these measures are not directly applicable to the Project, any commercial activity

associated with goods movement would be required to comply with these measures as adopted. As such, the Project would not interfere with their implementation.

The Project would not obstruct or interfere with efforts to increase ZEVs or state efforts to improve system efficiency. As discussed above, **MM AQ-2** through **MM AQ-5** as identified in the Project's Air Quality Assessment would reduce mobile source emissions and would support the State's transition to ZEVs by requiring electrical hookups at all cold storage loading bays, promoting the use of alternative fuels and clean fleets, requiring electric vehicle charging stations and/or infrastructure to support the future installation of truck charging stations. The Project would also benefit from implementation of the State programs for ZEVs and goods movement efficiencies that reduce future GHG emissions from trucks.

The Project's long-term operational GHG emissions would exceed City's threshold of 3,000 MTCO₂e per year despite the implementation of **MM AQ-2** through **MM AQ-5** (refer to *Section 4.2, Air Quality*), as well as **MM GHG-1**, which requires the Project to achieve a minimum of 100 points on the CAP Screening Threshold Checklist. Achieving 100 points ensures that the Project would not impede California's statewide GHG reduction goals for 2030 and 2050, but the potential Project GHG emissions remain a significant and unavoidable impact.

Mitigation Measures

Refer to **MM AQ-2** through **MM AQ-5** in *Section 4.2, Air Quality* and **MM GHG-1** (refer to Impact Threshold 4.6-1).

4.6.5 Cumulative Impacts

Project-related GHG emissions are not confined to a particular air basin but are dispersed worldwide. Therefore, impacts under Impact Threshold 4.6-1 are not Project-specific impacts, but the proposed Project's contribution to cumulative GHG impact. As discussed previously, incorporation of mitigation would contribute in minimizing emissions, although implementation of the proposed Project would still result in net annual emissions that exceed the GHG emissions significance threshold of 3,000 MTCO₂e/yr under the City's CAP. Therefore, Project-related GHG emissions and their contribution to global climate change would be cumulatively considerable, and GHG emissions impacts would be significant.

4.6.6 Significant Unavoidable Impacts

Even with implementation of regulatory requirements, standard conditions of approval, and reasonable and feasible mitigation, the Project would result in significant and unavoidable impacts with respect to consistency with GHG plans and GHG emissions, on an individual and cumulative basis.

4.6.7 References

California Air Resources Board, *Appendix B: Emissions Estimation Methodology of On-Road Diesel-Fueled Heavy-Duty Drayage Trucks at California Ports and Intermodal Rail Yards*. Table II-7. https://ww3.arb.ca.gov/msei/onroad/downloads/drayage_trucks/appbf.pdf

California Air Resources Board, *California's 2017 Climate Change Scoping Plan*, 2017.

City of Ontario, *Community Climate Action Plan*, 2014.

City of Ontario, *The Ontario Plan*, 2007.

HPA Architecture, *Master Site Plan*, 12-8-2020.

Intergovernmental Panel on Climate Change, *Climate Change 2007: The Physical Science Basis*, 2007.

Intergovernmental Panel on Climate Change, *Climate Change 2013: The Physical Science Basis, Contribution of Working Group I to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change*, 2013.

National Research Council, *Advancing the Science of Climate Change*, 2010.

State of California, *Code of Regulations Section 15065.5a*, 2018.

Southern California Association of Governments, *2016 - 2040 Regional Transportation Plan/Sustainable Communities Strategy*, 2016.

South Coast Air Quality Management District, *Minutes for the GHG CEQA Significance Threshold Stakeholder Working Group #8*, 2009.

South Coast Air Quality Management District, *Minutes for the GHG CEQA Significance Threshold Stakeholder Working Group #13*, 2009.

U.S. EPA, *Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2016*, 2018.

U.S. EPA, *Methane and Nitrous Oxide Emission from Natural Sources*, 2010.

U.S. EPA, *Overview of Greenhouse Gases*, 2018.

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4.7 HAZARDS AND HAZARDOUS MATERIALS

This section of the Draft Environmental Impact Report (Draft EIR) evaluates the potential impacts of the South Ontario Logistics Center Specific Plan Project (Project) on human health and the environment due to exposure to hazardous materials or conditions associated with the Project site, Project construction, and Project operations. Potential impacts and appropriate mitigation measures or standard conditions are included as necessary. The analysis in this section is based, in part, upon the following source(s):

- *Phase I Environmental Site Assessment Report*, Group Delta Consultants Inc., October 11, 2018. (Appendix F1)

A complete copy of this study is included in the Draft EIR, *Appendix F*.

4.7.1 Environmental Setting

Current Uses of Property

The Project site is currently occupied by dairy farms, as shown on *Figure 4.7-1, Aerial Photograph*. Current improvements include several residential structures, dairy barns, a storage structure, feed storage barns, and numerous livestock corrals. There are large existing retention ponds that collect surface waste accumulations from the dairy farming practices, including animal wastes. Three potable water wells are located throughout the Project site along with various mechanical systems for dairy production practices. Two above ground fuel storage tanks exist on-site, including a 2,000-gallon tank and a 240-gallon tank. Used tractor oil is stored in a small tank, next to the northwestern storage structure. The remainder of the site is used as irrigated cropland with berms located along the site perimeter. At least one septic system is present on site.

Historical Uses of Property

A review of historical sources showed that the Project site was generally undeveloped as early as 1902. The Project site has been historically occupied by agricultural uses and vacant land since the early 1930's or earlier. Agricultural uses have consisted primarily of dairy farming and related activities. The site appeared to be used for agricultural purposes prior to 1938. The main house was constructed in 1963, along with the main dairy barn and milking parlor. In 1978, an auxiliary dairy barn was constructed. Worker cottages existed prior to 1988, at which time they were demolished and replaced with four single family dwellings. A house at the corner of Eucalyptus Avenue and Grove Avenue was also constructed in 1978 and expanded in 1990.

Environmental Site Assessment

The Project site was identified on the Waste Discharge System database as an agricultural facility with designated/influent or solid wastes that pose a significant threat to water quality (dairy waste ponds).

The Phase I Environmental Site Assessment (ESA) assessed nearby properties to evaluate the potential for on-site vapor encroachment concerns from off-site sources. No historical releases of petroleum products from leaking underground storage tanks (LUSTs) occurred within 0.25 miles and upgradient of the site. There are no properties within 0.125 miles and upgradient or cross-gradient of the site that are listed on

the Historical Gas Station and Dry Cleaners databases. However, the Chino Airport property is located south of the site and was previously occupied by Flite Craft from as early as 1986 as an aircraft and heavy equipment repair services facility. Groundwater monitoring in the vicinity of the airport indicated that no contaminants of concern will affect the Project site from current or historic uses at Chino Airport. The ESA did not identify any other on or off-site release incidents that could cause vapor encroachment at the Project site.

During the site reconnaissance, two above ground storage tanks (ASTs) were observed on the northern mid-portion of the site, including a 2,000-gallon AST and a 240-gallon AST. The 2,000-gallon AST is split into separate 1,000-gallon tanks, one for diesel fuel and the other for gasoline. A 240-gallon AST is located next to the 2,000-gallon AST and is used for gasoline storage. The 2,000-gallon AST is secured on concrete with a secondary containment. The 240-gallon AST appeared to be on concrete with no secondary containment. No staining was observed during site reconnaissance.

The historic and current use of the site as a dairy-production farm may produce methane gas in the subsurface from animal wastes. Methane gas is a simple asphyxiant and when allowed to accumulate, can be explosive. Due to the potential for elevated methane in soil-gas on-site, the City of Ontario (City) may require a soil-gas survey or mitigation measures for methane prior to development.

The existing on-site buildings were constructed prior to bans prohibiting the use of asbestos containing materials (ACMs) and Polychlorinated biphenyls (PCBs) in electrical equipment, which came into effect in 1989 and 1978, respectively. No testing is known to have been performed to evaluate for the presence of ACMs or PCBs at the site. Based on the construction date for the site buildings, lead-based paints (LBP) may have been used on the site buildings.

Furthermore, the U.S. Environmental Protection Agency (U.S. EPA) Radon Zone for San Bernardino County is Zone 2, which indicates an average indoor concentration greater than or equal to 2.0 picocuries per liter (pCi/L) of air and less than or equal to 4.0 pCi/L.

Airport-Related Hazards

The Project site is located immediately north of the Chino Airport and is approximately 4.6 miles southwest of the Ontario International Airport (ONT). The City of Ontario is currently preparing an Airport Land Use Compatibility Plan for Chino Airport which relies on the California Airport Land Use Planning Handbook published by Caltrans Division of Aeronautics *Figure 4.7-2, Chino Airport Safety Zones*, that is expected to be adopted in 2022. The Chino Airport Land Use Compatibility will establish policies and criteria for the four types of compatibility impacts which include safety, noise, airspace protection, and overflight. The Project site is not within the Chino Airport noise impact zone. Projects within the Specific Plan boundary shall be required to be consistent with the policies and criteria of the Airport Land Use Compatibility Plans for Ontario International Airport and Chino Airport.

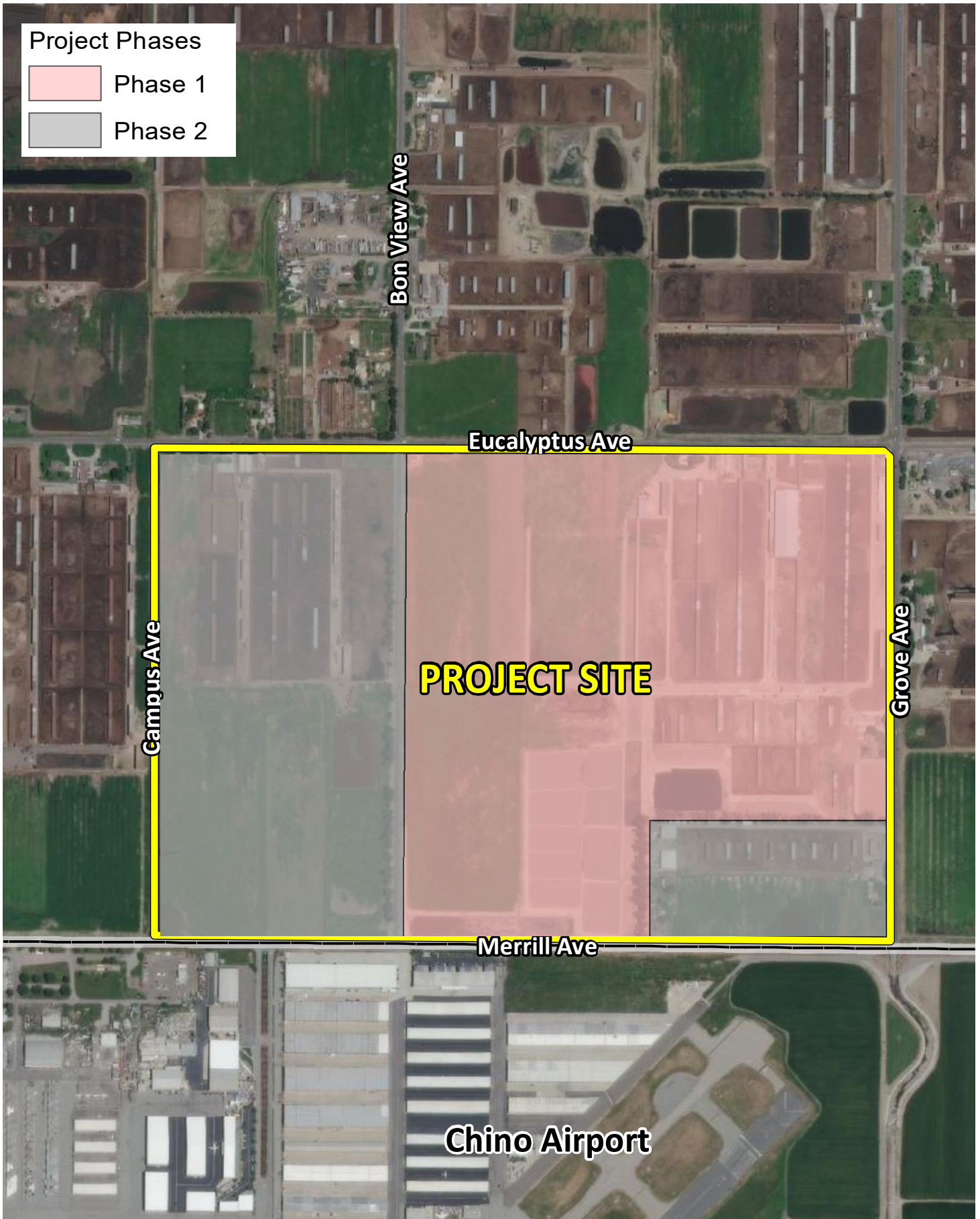
The Project site lies within Safety Zone 1, 3, and 6 of the Chino Airport Overlay. The following open land and occupancy limit requirements shall apply in Chino Airport Safety Zones, as established by the Chino Airport Compatibility Plan:

- Zone 1: No buildings shall be located in Safety Zone 1
- Zone 3: At least 15% of the zone shall remain as open land and occupancy shall be limited to 100 people per acre on average and a maximum of 300 people in any one acre.
- Zone 6: At least 10% of the zone shall remain as open land or an open area every quarter mile to half mile is required; occupancy shall be limited to 300 people per acre on average and a maximum of 1,200 people in any one acre.

Open land is defined as areas at least 300 feet long by 75 feet wide (about 0.5 acres) that are relatively level and free of tall vertical objects such as structures, overhead lines/wires, and large trees and poles greater than 4 inches in diameter and taller than 4 feet above the ground. In the Project area, surrounds roads, drive aisles, and truck parking lots can be considered as acceptable open lands in urbanized settings.

Figure 4.7-3, Ontario International Airport Land Use Compatibility, shows the Project site as being in the Ontario Airport's AIA. Land use compatibility assessments for ONT are included in the facilities Master Plan and ALUCP. or an airspace protection zone. The site is within an overflight notification zone requiring a real estate transaction disclosure for residential properties; a requirement that does not apply to the Project site.

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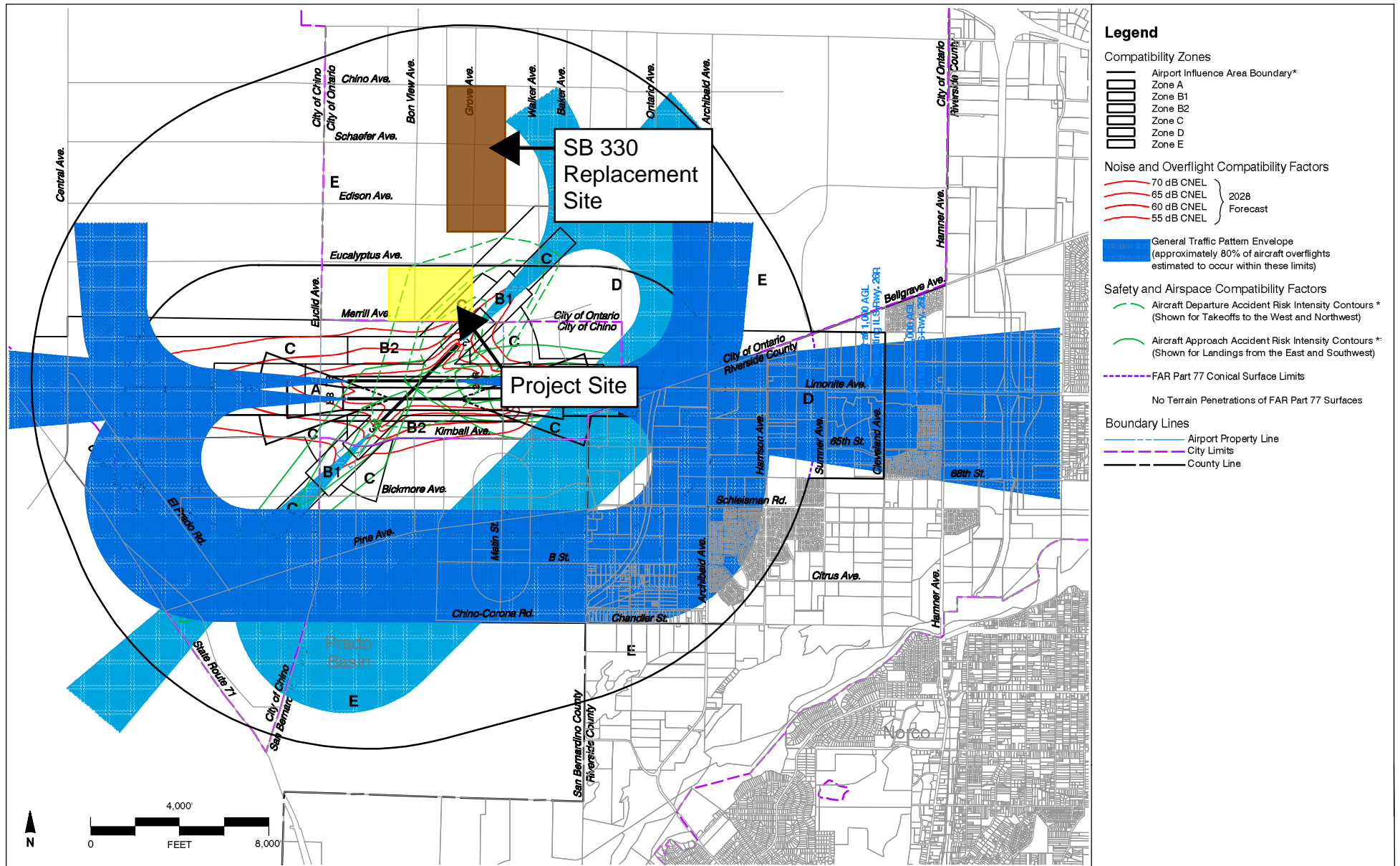
Source: ERSI World Imagery (2021)

Figure 4.7-1: Aerial Photograph
 South Ontario Logistics Center Specific Plan



Not to Scale

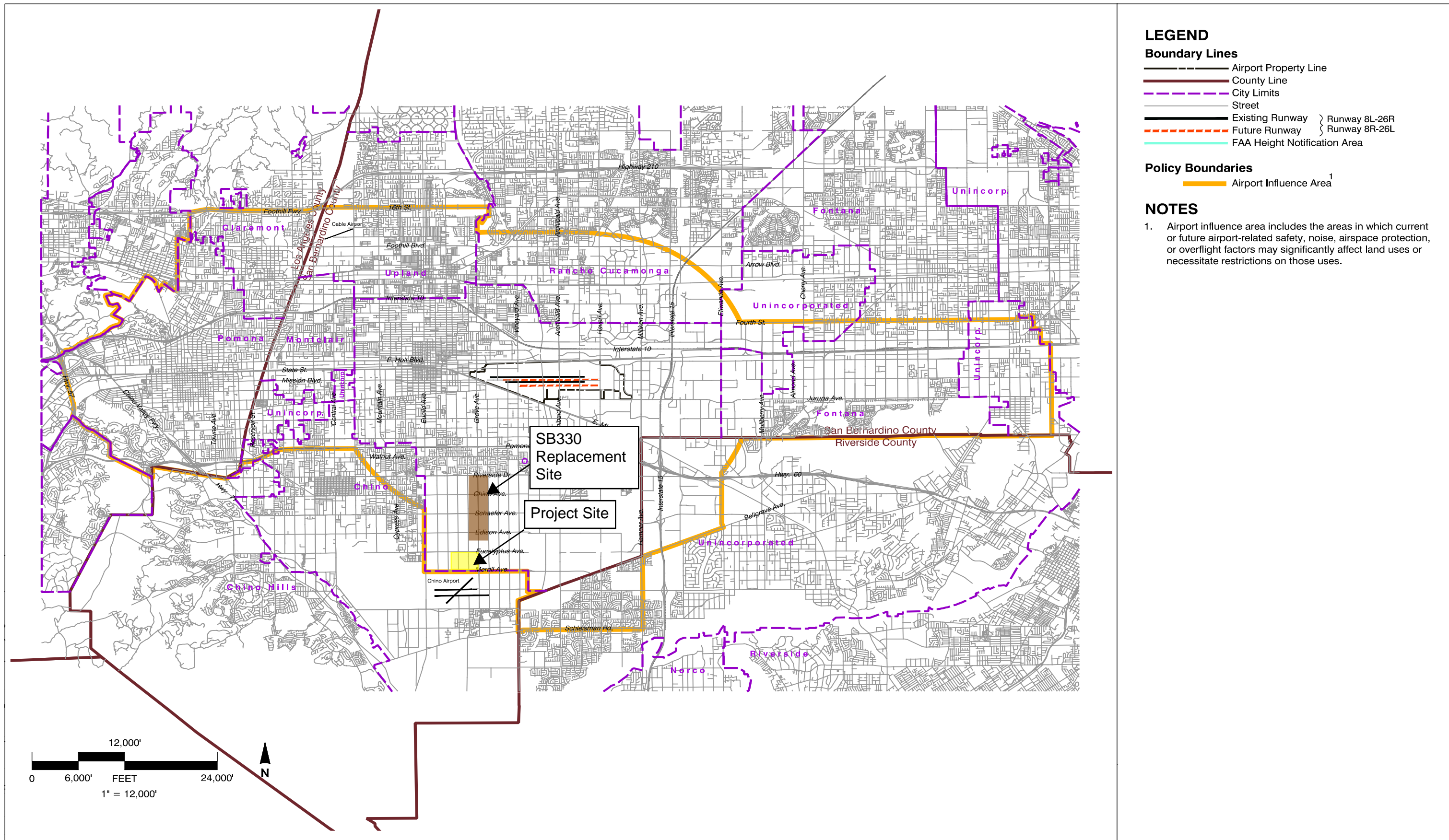
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Source: Riverside County Airport Land Use Compatibility Plan (2016), West County Airports Background Data

Figure 4.7-2: Chino Airport Land Use Compatibility
 South Ontario Logistics Center Specific Plan

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Source: The Ontario Plan (2011), Map 2-1 Compatibility Policy Map: Airport Influence Area

Figure 4.7-3: Los Angeles/Ontario International Airport Land Use Compatibility
 South Ontario Logistics Center Specific Plan

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4.7.2 Regulatory Setting

Federal

Resource Conservation and Recovery Act

The Resource Conservation and Recovery Act (RCRA) of 1976 (42 United States Code [USC] §6901 et seq.) is the principal federal law that regulates the generation, management, and transportation of waste. Hazardous waste management includes the treatment, storage, or disposal of hazardous waste. The RCRA gave the U.S. EPA the authority to control hazardous waste from “cradle to grave,” that is, from generation to transportation, treatment, storage, and disposal, at active and future facilities. It does not address abandoned or historical sites. The RCRA also set forth a framework for managing non-hazardous wastes. Later amendments required phasing out land disposal of hazardous waste and added underground tanks storing petroleum and other hazardous substances.

Emergency Planning and Community Right-to-Know Act

Title III of the Superfund Amendments and Reauthorization Act (SARA) authorized the Emergency Planning and Community Right-to-Know Act (EPCRA; 42 USC §11001 et seq.) to inform communities and citizens of chemical hazards in their areas by requiring businesses to report the locations and quantities of chemicals stored on-site to state and local agencies; releases to the environment of more than 600 designated toxic chemicals; off-site transfers of waste; and pollution prevention measures and activities and to participate in chemical recycling. The U.S. EPA maintains and publishes an online, publicly available, national database of toxic chemical releases and other waste management activities by certain industry groups and federal facilities—the Toxics Release Inventory.

To implement EPCRA, each state appointed a state emergency response commission to coordinate planning and implementation activities associated with hazardous materials. The commissions divided their states into emergency planning districts and named a local emergency planning committee for each district. The federal EPCRA program is implemented and administered in California Governor's Office of Emergency Services (Cal OES), a state commission, six local committees, and 81 Certified Unified Program Agencies (CUPAs). Cal OES coordinates and provides staff support for the state commission and local committees.

Toxic Substances Control Act

The Toxic Substances Control Act of 1976 (TSCA) provides the U.S. EPA with authority to require reporting, record-keeping and testing requirements, and restrictions relating to chemical substances and/or mixtures. TSCA addresses the production, importation, use, and disposal of specific chemicals including PCBs, asbestos, radon, and LBP. Title IV of the TSCA directs the U.S. EPA to regulate LBP hazards.

TSCA §§402 and 404 requires that those engaged in lead abatements, risk assessments and inspections in homes or child-occupied facilities (such as daycare centers and kindergartens) built prior to 1978 be trained and certified in specific practices to ensure accuracy and safety. TSCA §403, sets standards for dangerous levels of lead in paint, household dust, and residential soil.

Occupational Safety and Health Act

The Federal Occupational Safety and Health Act of 1970 (OSHA) (29 USC §651 et seq.) authorizes each state (including California) to establish their own safety and health programs with the U.S. Department of Labor, with OSHA approval. The California Department of Industrial Relations regulates implementation of worker health and safety in California. California OSHA enforcement units conduct on-site evaluations and issue notices of violation to enforce necessary improvements to health and safety practices. California standards for workers dealing with hazardous materials are contained in Title 8 of the California Code of Regulations (CCR) and include best practices for all industries (General Industrial Safety Orders), and specific practices for construction and other industries. Workers at hazardous waste sites (or working with hazardous wastes as might be encountered during excavation of contaminated soil) must receive specialized training and medical supervision according to the Hazardous Waste Operations and Emergency Response (HAZWOPER) regulations.

OSHA Regulation 29 Code of Federal Regulations (CFR) Standard 1926.62 regulates the demolition, renovation, or construction of buildings involving lead materials. Federal, state, and local requirements also govern the removal of asbestos or suspected ACMs, including the demolition of structures where asbestos is present. All friable (crushable by hand) ACMs, or non-friable ACMs subject to damage, must be abated prior to demolition following all applicable regulations.

Title 40, Code of Federal Regulations, §61 Subpart M

Title 40 CFR §61 Subpart M—National Emissions Standards for Asbestos—sets forth emissions standards for asbestos from demolition and renovation activities, and for waste disposal from such activities.

Title 40, Code of Federal Regulations, Part 745

Title 40, Code of Federal Regulations, Part 745 contains regulations developed under §§402 and 406 of the TSCA and applies to all renovations performed for compensation in target housing and child-occupied facilities. The purpose of this subpart is to ensure the following:

- Owners and occupants of target housing and child-occupied facilities receive information on LBP hazards before these renovations begin; and
- Individuals performing renovations regulated in accordance with §745.82 are properly trained; renovators and firms performing these renovations are certified; and the work practices in §745.85 are followed during these renovations.

Title 29, Code of Federal Regulations, §1926.62

Title 29 CFR §1926.62, sets standards for occupational health and environmental controls for lead exposure in construction, regardless of the lead content of paints and other materials. The standards include requirements addressing exposure assessment, methods of compliance, respiratory protection, protective clothing and equipment, hygiene facilities and practices, medical surveillance, medical removal protection, employee information and training, signs, recordkeeping, and observation and monitoring.

U.S. EPA's Lead Renovation, Repair and Painting Program Rules

The U.S. EPA's 2008 Lead-Based Paint Renovation, Repair and Painting (RRP) Rule (as amended in 2010 and 2011), aims to protect the public from LBP hazards associated with renovation, repair and painting activities. These activities can create hazardous lead dust when surfaces with lead paint, even from many decades ago, are disturbed. The rule requires workers to be certified and trained in the use of lead-safe work practices, and requires renovation, repair, and painting firms to be U.S. EPA-certified. These requirements became fully effective April 22, 2010.

Federal Aviation Administration

The basic responsibilities of the Federal Aviation Administration (FAA), under the U.S. Department of Transportation, are the regulation of civil aviation to promote safety, airspace and air traffic management, and the regulation of commercial space transportation. CFR contains standards for aircraft noise emission levels.

State

California Environmental Protection Agency

The California Environmental Protection Agency (Cal/EPA) was created in 1991, unifying California's environmental authority in a single cabinet-level agency and bringing the California Air Resources Board (Air Resources Board), State Water Resources Control Board (SWRCB), Regional Water Quality Control Boards (RWQCB), California Department of Resources Recycling and Recovery (known as CalRecycle and formerly the Integrated Waste Management Board), Department of Toxic Substances Control (DTSC), Office of Environmental Health Hazard Assessment, and Department of Pesticide Regulation under one agency. These agencies were placed within the Cal/EPA "umbrella" for the protection of human health and the environment and to ensure the coordinated deployment of state resources. Its mission is to restore, protect, and enhance the environment, to ensure public health, environmental quality, and economic vitality.

Department of Toxic Substance Control

The DTSC is a department of Cal/EPA and is the primary agency in California that regulates hazardous waste, clean-up existing contamination, and looks for ways to reduce the hazardous waste produced in California. The DTSC regulates hazardous waste in California primarily under the authority of the federal RCRA and the California Health and Safety Code (primarily Division 20, Chapters 6.5 through 10.6, and Title 22, Division 4.5). Other laws that affect hazardous waste are specific to handling, storage, transportation, disposal, treatment, reduction, clean-up, and emergency planning.

Government Code §65962.5 (commonly referred to as the Cortese List) includes DTSC-listed hazardous waste facilities and sites, Department of Health Services (DHS) lists of contaminated drinking water wells, sites listed by the SWRCB as having underground storage tank (UST) leaks and which have had a discharge of hazardous wastes or materials into the water or groundwater, and lists from local regulatory agencies of sites that have had a known migration of hazardous waste/material.

Regional Water Quality Control Board

The RWQCB is a department of Cal/EPA that oversees investigation and clean-up of sites including underground storage tanks (USTs) where wastes have been discharged in order to protect the water quality of the state. The RWQCB regulates wastewater discharges to surface waters and to groundwater. They also regulate storm water discharges from construction, industrial, and municipal activities.

California Health and Safety Code

Cal/EPA has established rules governing the use of hazardous materials and the management of hazardous wastes. California Health and Safety Code §25531, et seq. incorporate the requirement of Superfund Amendments and Reauthorization Act and the Clean Air Act as they pertain to hazardous materials. Health and Safety Code §25534 directs owners or operators storing, handling, or using regulated substances exceeding threshold planning quantities to develop and implement a Risk Management Plan. The Risk Management Plans are submitted to the administering agency and possibly U.S. EPA, depending upon the chemical and the amount, for review.

Hazardous Materials Release Response Plans and Inventory Law

The Hazardous Materials Release Response Plans and Inventory Law (Health and Safety Code §25500 et seq.), aims to minimize the potential for accidents involving hazardous materials and to facilitate an appropriate response to possible hazardous materials emergencies. The law requires businesses that use hazardous materials to provide inventories of those materials to designated emergency response agencies, to illustrate on a diagram where the materials are stored on-site, to prepare an emergency response plan, and to train employees to use the materials safely. Any business that handles hazardous materials in quantities equal to or greater than 55 gallons, 500 pounds, or 200 cubic feet of gas must submit a business plan.

Hazardous Materials Transportation

Section 31303 of the California Vehicle Code and U.S. Department of Transportation regulate hazardous materials transport. The California Highway Patrol and California Department of Transportation are the enforcement agencies. Cal OES provides emergency response services involving hazardous materials incidents.

Worker and Workplace Hazardous Materials Safety

The California Division of Occupational Safety and Health (Cal/OSHA) is responsible for developing and enforcing workplace safety standards and ensuring worker safety in the handling and use of hazardous materials. Among other requirements, Cal/OSHA obligates many businesses to prepare Injury and Illness Prevention Plans and Chemical Hygiene Plans. The Hazard Communication Standard requires that workers be informed of the hazards associated with the materials they handle.

Hazardous Materials in Structures: Asbestos-Containing Materials and Lead-Based Paint

Several regulations and guidelines pertain to abatement of and protection from exposure to ACM and LBP, including Construction Safety Orders 1529 (pertaining to ACM) and §1532.1 (pertaining to LBP) from

Title 8 of the CCR and Part 61, Subpart M, of the CFR (pertaining to ACM). In California, ACM and LBP abatement must be performed and monitored by contractors with appropriate certification from the California Department of Health Services. Asbestos is also regulated as a hazardous air pollutant under the Clean Air Act and a potential worker safety hazard under the authority of Cal/OSHA.

Requirements for limiting asbestos emissions from building demolition and renovation are specified in South Coast Air Quality Management District (SCAQMD) Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities). California Government Code §§1529 and 1532.1 provide for exposure limits, exposure monitoring, respiratory protection and good working practice by workers exposed to lead and ACMs.

Requirements for Phase I Environmental Site Assessments

Phase I ESAs are required for land purchasers to qualify for the Innocent Landowner Defense under Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), to minimize environmental liability under other laws such as RCRA, and as a lender prerequisite to extend a loan for purchase of land.

Certified Unified Program Agency

A CUPA is an agency of a county or city that administers several state programs regulating hazardous materials and hazardous wastes. San Bernardino County Fire Department (SBCFD) is the CUPA for all incorporated cities and towns and unincorporated areas. SBCFD administers the following programs:

- Hazardous Materials Release Response Plans and Inventory Program
- California Accidental Release Prevention Program, a combination of federal and state programs for the prevention of accidental release of regulated toxic and flammable substances
- Underground Storage Tanks Program
- Aboveground Petroleum Storage Act Program
- Hazardous Waste Generator and Onsite Hazardous Waste Treatment Programs Program
- Hazardous Materials Management Plan (HMMP) and Hazardous Material Inventory Statement (HMIS) in California Fire Code Program.

California Health and Safety Code, §§17920.10 and 105255

Lead must be contained during demolition activities.

8 CCR Sections 1529 and 1532.1: Worker Safety Standards: Asbestos and Lead

CCR Title 8 §1529 sets forth worker safety standards for lead exposure for employees conducting demolition, construction, and renovation work, including painting and decorating.

CCR Title 8 §1532.1 sets forth worker safety standards for employees in work including construction, demolition, renovation, and maintenance.

California Aeronautics Act

The State Aeronautics Act included in the California Public Utilities Code establishes statewide requirements for airport land use compatibility planning and requires nearly every county to create an Airport Land Use Commission (ALUC) or other alternative. San Bernardino County opted for an alternative to the ALUC and delegated responsibility to prepare an ALUCP for each airport jurisdiction.

California Airport Land Use Compatibility Planning Handbook

The California Airport Land Use Compatibility Planning Handbook provides planning guidance to ALUCs and counties and cities with jurisdiction over airport area land uses. The purpose of the handbook is to support the State Aeronautics Act. The handbook allows jurisdictions flexibility in determining air safety zones that represent areas of assumed accident potential.

Regional

SCAQMD Rule 1403 governs the demolition of buildings containing asbestos materials. Rule 1403 specifies work practices with the goal of minimizing asbestos emissions during building demolition and renovation activities, including the removal and associated disturbance of ACM.

Local

San Bernardino County Hazardous Materials Release Response Plans and Inventory Program

In San Bernardino County, the Business Emergency/Contingency Plan (Business Plan) is also used to satisfy the contingency plan requirement for hazardous waste generators. Any business subject to any of the CUPA permits is required in San Bernardino County to file a Business Emergency/Contingency Plan using the California Environmental Reporting System. This submission is used as the basis for the permit application. A new business going through the process of obtaining County planning or building approval is required to comply with the Business Emergency/Contingency Plan requirement prior to obtaining final certificate of occupancy and prior to bringing hazardous materials onto the property.

The quantities that trigger disclosure are based on the maximum quantity on-site at any time excluding materials under active shipping papers or for direct retail sale to the public. The basic quantities are hazardous materials at or exceeding 55 gallons, 500 pounds, or 200 cubic feet at any time in the course of a year; specified amounts of radio actives, and extremely hazardous substances above the threshold planning quantity (SBCFD 2018).

City of Ontario Hazard Mitigation Plan

The City developed a Hazard Mitigation Plan to make the City infrastructure, businesses, and residents less vulnerable to future incidents. The plan was prepared in accordance with the requirements of the Disaster Mitigation Act of 2000. A risk assessment was conducted to identify and profile natural and man-made hazards that pose a risk to the City, assess the City's vulnerability to these hazards, and examine the capabilities in place to mitigate them. Based on the risk assessment, goals and objectives for reducing the City's vulnerability to hazards were identified.

The four goals of the multi-hazard mitigation plan are:

- Minimize loss of life and property from natural and man-made hazard events
- Protect public health and safety
- Increase public awareness of risk from natural and man-made hazards
- Enhance emergency systems including warning systems (Ontario 2011)

City of Ontario General Plan

The following goal and policies contained in the Safety Element (Hazardous Materials and Waste) are relevant to the Project:

Goal S6	Reduce potential for hazardous materials exposure and contamination.
Policy S6-1	Disclosure and Notification. We enforce disclosure laws that require all users, producers, and transporters of hazardous materials and wastes to clearly identify the materials that they store, use or transport.
Policy S6-2	Response to Hazardous Materials Releases. We respond to hazardous materials incidents and coordinate these services with other jurisdictions.
Policy S6-4	Safe Storage and Maintenance Practices. We require that the users of hazardous materials be adequately prepared to prevent and mitigate hazardous materials releases.
Policy S6-5	Location of Hazardous Material Facilities. We regulate facilities that will be involved in the production, use, storage or disposal of hazardous materials, pursuant to federal, state, county, and local regulations, so that impacts to the environment and sensitive land uses are mitigated.
Policy S6-9	Remediation of Methane. We require development to assess and mitigate the presence of methane, per regulatory standards and guidelines.

City of Ontario Municipal Code

Municipal Code §7-3.07. Safety devices, lights, and barricades. Any activity or encroachment on a right-of-way which is hazardous, creates a hazard, or is in conflict with the normal use of a right-of-way shall be adequately safeguarded as required by the City. In the conduct of such activity or encroachment, materials, supplies, excavated material, and equipment shall be properly placed, and the permittee shall provide and maintain such safety devices, including, but not limited to, lights, barricades, signs, and guards, as are necessary to protect the public.

Municipal Code §9-1.3330. Environmental Performance Standards that require: “The use, handling, storage, and transportation of combustibles and explosives shall comply with applicable provisions of the Uniform Fire Code, the City of Ontario Hazardous Waste Ordinance and all other local, state and federal regulations.”

Ontario International Airport Land Use Compatibility Plan

The Ontario International Airport Land Use Compatibility Plan (ALUCP) was adopted by Ontario City Council on April 19, 2011. The basic function of the ALUCP is to provide guidance to affected jurisdictions and promote compatibility between the airport and surrounding land uses. The ALUCP designates the AIA, safety zones, noise impact zones, airspace protection zones, and overflight notification zones. Height and noise restrictions for future land uses are established for the airport approach safety zones. All development shall be constructed or reconstructed in accordance with Federal Aviation Regulations Part 77.

Chino Airport Land Use Compatibility Compliance

The Project site is located directly north of the Chino Airport and within the Chino AIA. Pursuant to the Riverside County Airport Land Use Compatibility Plan¹, the Project site is located within Compatibility Zone C (Non-Residential Land Use), Zone D (Residential Zones), and Zone E (Influence Area). Future development of the Project shall be required to be consistent with the Chino Airport Land Use Compatibility plan.

4.7.3 Thresholds of Significance

According to Appendix G of the *State CEQA Guidelines*, a Project would normally have a significant effect on the environment if the Project would:

- 1) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.
- 2) 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.
- 3) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substance, or waste within one-quarter mile of an existing or proposed school.
- 4) Be located on a site which is included on a list of hazardous materials compiled pursuant to Government Code §65962.5 and, as a result, would create a significant hazard to the public or the environment.
- 5) For a Project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would result in a safety hazard or excessive noise for people residing or working in the Project area.
- 6) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.
- 7) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires.

¹ Riverside County Airport Land Use Compatibility Plan; Compatibility Map, Chino Airport. (2008).
<http://www.rcaluc.org/Portals/13/PDFGeneral/plan/newplan/36-%20Vol.%20%20Chino.pdf>

4.7.4 Plans, Programs, and Policies

- PPP HAZ-1** **Transportation of Hazardous Waste.** Hazardous materials and hazardous wastes shall be transported to and/or from the proposed Project in compliance with any applicable state and federal requirements, including the U.S. Department of Transportation regulations listed in the Code of Federal Regulations (CFR, Title 49, Hazardous Materials Transportation Act); California Department of Transportation standards; and the California Occupational Safety and Health Administration standards.
- PPP HAZ-2** **Resource Conservation and Recovery Act.** Hazardous waste generation, transportation, treatment, storage, and disposal shall be conducted in compliance with the Subtitle C of the Resource Conservation and Recovery Act (RCRA) (Code of Federal Regulations, Title 40, Part 263), including the management of non-hazardous solid wastes. The San Bernardino County Fire Protection District serves as the designated Certified Unified Program Agency (CUPA) and which implements state and federal regulations for the following programs: (1) Hazardous Materials Release Response Plans and Inventory Program, (2) California Accidental Release Prevention (CalARP) Program, (3) Aboveground Petroleum Storage Act Program, and (4) Underground Storage Tank (UST) Program (5) Hazardous Waste Generator and Onsite Hazardous Waste Treatment Programs (6) Hazardous Materials Management Plan and Hazardous Material Inventory Statement Program.
- PPP HAZ-3** **Asbestos Containing Materials (ACM).** Demolition activities that have the potential to expose construction workers and/or the public to ACMs shall be conducted in accordance with applicable regulations, including, but not limited to:
- South Coast Air Quality Management District’s Rule 1403
 - California Health and Safety Code (§39650 et seq.)
 - California Code of Regulations (Title 8, §1529)
 - California Occupational Safety and Health Administration regulations (California Code of Regulations, Title 8, §1529)
 - Code of Federal Regulations (Title 40, Part 61, Title 40, Part 763, and Title 29, Part 1926)
- PPP HAZ-4** **Removal of Hazardous Materials.** The removal of hazardous materials, such as polychlorinated biphenyls (PCBs), mercury-containing light ballast, and mold shall be completed in accordance with applicable regulations pursuant to 40 CFR 761 (PCBs), 40 CFR 273 (mercury-containing light ballast), and 29 CFR 1926 (molds) by workers with the hazardous waste operations and emergency response (HAZWOPER) training, as outlined in 29 CFR 1910.120 and 8 CCR 5192.
- PPP HAZ-4** **Lead-Based Paints (LBP).** Demolition activities that have the potential to expose construction workers and/or the public to LBP shall be conducted in accordance with applicable regulations, including, but not limited to: California Occupational Safety and Health Administration regulations (California Code of Regulations, Title 8 §1532.1).

- Code of Federal Regulations (Title 40, Part 745, and Title 29, Part 1926)
- EPA's Lead Renovation, Repair and Painting Program Rules and Residential Lead-Based Paint Disclosure Program
- §402/404 and 403, and Title IV of the Toxic Substances Control Act (TSCA)

4.7.5 Project Impacts and Mitigation

Methodology

This analysis evaluates the potential impacts of the proposed Project on human health and the environment due to potential exposure of hazardous materials or conditions associated with the Project site, Project construction, and Project operations. The Phase I ESA was conducted in accordance with the American Society for Testing and Materials (ASTM) Standard of Practice E1527-13 and the standards of care and diligence normally practiced by recognized consulting firms in performing services of a similar nature. The assessment included:

- Site inspection to verify current Site conditions, and check for visible evidence of previously disposed and/or currently present hazardous waste, surface contamination, USTs/ASTs, suspect PCBs, and other potential environmental hazards.
- A visual survey of the adjacent properties and the immediate vicinity to determine if any nearby sites posed a significant environmental threat to the site.
- Review of currently and readily available documents, including maps, aerial photographs, governmental databases of known hazardous waste sites and underground tanks, other consultant reports (if any), fire insurance maps, and other accessible records.
- Review of results from a search of available current land title records for environmental clean-up liens and other activity and use limitations, such as engineering controls and institutional controls.
- Consultation with appropriate governmental agencies having jurisdiction relative to the past history of the property, complaints or incidents in the immediate area, and permits that may have been issued.

Impact Analysis

The following impact analysis addresses thresholds of significance for which the preliminary environmental analysis disclosed potentially significant impacts.

Impact 4.7-1: *Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*

Level of Significance: Less than Significant with Mitigation Incorporated

Specific Plan – Phase I and Future Development Areas

Construction

Construction activities would include the use of materials such as fuels, lubricants, and greases in construction equipment and coatings used in construction. According to the City's Fire Department

Hazardous Materials standards, the materials used would be in small quantities or stored in such a manner as to reduce any safety hazards.² The use of these materials would be temporary and short-term or single-use in nature and would cease upon completion of the proposed Project's construction phase. Project construction workers would also be required to conduct the safe handling of hazardous materials use as proposed in **Mitigation Measure (MM) HAZ-4**.

Project construction would involve the use, storage, transport, and disposal of hazardous materials and would therefore be required to conform to existing laws and regulations. Compliance with applicable laws and regulations concerning hazardous materials would ensure that all potentially hazardous materials are used and handled in an appropriate manner and would minimize the potential for safety impacts. Therefore, hazards to the public or the environment arising from the routine transport, use, or disposal of hazardous materials during Project construction would be less than significant.

Grading Activities

Grading activities conducted during Project construction would lead to the disturbance of on-site soils. There is the potential for the discovery of contamination during grading activities due to potential for chemical constituents to accumulate in the ponds and become trapped in the sediment (i.e., pesticides, heavy metals, or chemicals). The handling and transport of these materials and exposure to contaminated soils for workers and the surrounding environment could result in a significant impact. Contaminated soils encountered during grading would be required to be removed and disposed of off-site in accordance with all applicable regulatory guidelines. **MM HAZ-2** would further reduce these risks. Site grading also requires the removal of ASTs, where areas of staining were observed, and septic tanks prior to site development. A demolition permit from San Bernardino County Building & Safety Division will be required to remove the septic tank(s). **MM HAZ-5** would be applied to these activities prior to the commencement of construction activities.

The historic and current use of the Project site as a dairy-production farm may produce methane gas in the subsurface from animal wastes. **MM HAZ-1** would be applied in order to minimize risks associated with the risk of methane encountered on the Project site.

Demolition

Demolition of buildings and equipment on Project site has the potential to expose and disturb ACMs, PCBs, LBP, and mercury. Site buildings were constructed prior to bans on ACMs, PCBs, and LBP coming into effect. Such releases could pose significant risks to persons living and working in and around the Project site, as well as to Project construction workers. Before demolition, a comprehensive ACM survey would be conducted to identify the locations and quantities of ACM in above-ground structures as part of **MM HAZ-6**. **MM HAZ-6** would be incorporated to reduce the risk from ACMs. Survey of existing structures prior to demolition would assist in characterizing the potential exposure and further prevent impacts from the potential release of these materials. The removal of hazardous materials, such as PCBs, mercury-containing light ballast, and mold, shall be completed in accordance with applicable regulations pursuant to 40 CFR 761 (PCBs), 40 CFR 273 (mercury-containing light ballast), and 29 CFR 1926 (molds) by workers

² Ontario Fire Department. (2021). Hazardous Material Information Packet. Retrieved from: https://www.ontarioca.gov/sites/default/files/Ontario-Files/Fire/hazardous_material_information_packet.pdf

with the HAZWOPER training, as outlined in 29 CFR 1910.120 and 8 CCR 5192. The removal of LBP material shall be implemented in accordance with CCR, Title 8 §1532.1, the CFR (Title 40, Part 745, and Title 29, Part 1926), the U.S. EPA's Lead Renovation, Repair and Painting Program Rules and Residential Lead-Based Paint Disclosure Program, and §§402/404 and 403, and Title IV of the Toxic Substances Control Act (TSCA).

The potential for the exposure of construction workers to ACMs, PCBs, LBP, or mercury is a potentially significant impact. Survey of existing on-site structures prior to their demolition would be required to characterize the potential exposure and further prevent impacts from the potential release of these materials.

Operation

Operation of the Project would involve the use of small amounts of hazardous materials, such as industrial cleansers, greases, and oils for cleaning and maintenance purposes. The Project may also involve transport, use, and disposal of hazardous materials; the specific substances and quantities of such materials are presently unknown. The use, storage, transport, and disposal of hazardous materials would be governed by existing regulations of several agencies, including the U.S. EPA, U.S. Department of Transportation, California OSHA, and the San Bernardino County Fire Protection District.³ Compliance with applicable laws and regulations governing the use, storage, transportation, and disposal of hazardous materials would ensure that all potentially hazardous materials are used and handled in an appropriate manner and would minimize the potential for safety impacts. Additionally, the proposed Project would also be operated with strict adherence to all emergency response plan requirements set forth by the San Bernardino County Fire Protection District. Mandatory compliance with laws and regulations would ensure that operational impacts would be less than significant.

SB330 Replacement Site

Construction and Operations

The SB330 Replacement Site is characterized by agricultural and urban development consisting of single-family residential units, agricultural plots, vacant land, and some commercial uses. The SB330 Replacement Site had not been previously subject to a Phase I ESA. Once development is proposed, it will undergo the same processes as noted for the Project site.

Similar to the Project site, potential future development of the SB330 Replacement Site could result in impacts related to the routine transport, use, or disposal of hazardous materials. However, no specific development is proposed at this time, and the impacts would be similar to those evaluated as part of the City's TOP EIR. Any potential future development within the SB330 Replacement Site area would be subject to the City's standard discretionary review process and existing local, state, and federal regulations as described under Regulatory Framework above, including the City Municipal Code and CEQA compliance. The proposed rezoning allows for a slight increase in residential density, which is not anticipated to result in any new or substantially more severe environmental impact than was evaluated in the City's TOP EIR. **MM HAZ-1** through **MM HAZ-6** would also apply to the SB330 Replacement Site. In

³ San Bernardino County Fire Protection District is the CUPA for the City of Ontario; the Unified Program coordinates and makes consistent enforcement of several state and federal regulations governing hazardous materials.

consideration of the above, and with implementation of **MM HAZ-1** through **MM HAZ-6**, a less than significant impact is anticipated would occur.

Conclusion

There is potential for the exposure of ACMs, PCBs, LBP, or mercury to construction workers and hazards during operations. However, through mandatory compliance with laws and regulations, and applied mitigation measures, this would ensure that impacts would be less than significant.

Mitigation Measures

MM HAZ-1 Prior to the issuance of grading permits, the Project Applicant shall conduct further testing for the presence of methane on the Project site, in accordance with DTSC methane assessment guidelines. The Project Applicant shall prepare a methane gas soil survey and implement grading activity recommendations to the satisfaction of the City Building Department. This survey and recommendation shall include a post-construction soil gas investigation and installation of methane gas mitigation systems where post-grading methane levels exceed 5,000 parts per million volume (ppmv), should any such levels occur.

MM HAZ-2 Following drainage of the on-site ponds, the Project Applicant shall conduct a limited Phase II subsurface assessment of sediments to evaluate the sediments for chemical risks to human health and the environment. If contamination from dairy and animal-related wastes is encountered at a level above Environmental Screening Levels (ESLs) for non-residential uses, the appropriate environmental agency (Regional Water Quality Control Board, Department of Toxic Substance Control, South Coast Air Quality Management District) shall be notified. Any contamination identified as a result of such testing/sampling shall be investigated, and removed or remediated to the satisfaction of the environmental agency with evidence provided to the City, such that there are no residual significant impacts following mitigation.

MM HAZ-3 **Soil Management Plan.** Prior to issuance of a grading permit, the Project Applicant shall retain a qualified environmental consultant to prepare a Soil Management Plan (SMP) that details procedures and protocols for on-site management of soils containing potentially hazardous materials. The SMP would be implemented during grading activities on-site to ensure that soils containing residual levels of hydrocarbons or arsenic are properly identified, monitored, and managed on-site, and include the following:

- A certified hazardous waste hauler shall remove all potentially hazardous soils. In addition, sampling of soil shall be conducted during excavation to ensure that all petroleum hydrocarbon and arsenic impacted soils are removed, and that ESLs for non-residential uses are not exceeded. Excavated materials shall be transported per California Hazardous Waste Regulations to a landfill permitted by the State to accept hazardous materials.

- Any subsurface materials exposed during construction activities that appear suspect of contamination, either from visual staining or suspect odors, shall require immediate cessation of excavation activities. Soils suspected of contamination shall be tested for potential contamination. If contamination is found to be present per the DTSC Screening Levels for industrial/commercial land use (DTSC- SLi) and the EPA Regional Screening Levels for industrial/commercial land use (EPA- RSLi), it shall be transported and disposed of per state regulations to an appropriately permitted landfill.
- The SMP shall include a Health and Safety Plan (HSP) that addresses potential safety and health hazards and includes the requirements and procedures for employee protection. Each contractor will be required to have their own HSP tailored to their particular trade that addresses the general Project safety requirements. The HSP shall also outline proper soil handling procedures and health and safety requirements to minimize worker and public exposure to hazardous materials during construction.
- The SMP shall be prepared and executed in accordance with South Coast Air Quality Management District Rule 1166, Volatile Organic Compound Emissions from Decontamination of Soil. The SMP shall require the timely testing and sampling of soils so that contaminated soils can be separated from inert soils for proper disposal. The SMP shall specify the testing parameters and sampling frequency. Anticipated testing includes total petroleum hydrocarbons (TPH), volatile organic compounds (VOCs), and semi-volatile organic compounds (SVOCs). During excavation, SCAQMD Rule 1166 requires that soils identified as contaminated shall be sprayed with water or another approved vapor suppressant or covered with sheeting during periods of inactivity of greater than an hour, to prevent contaminated soils from becoming airborne. Under SCAQMD Rule 1166, contaminated soils shall be transported from the Project site by a licensed transporter and disposed of at a licensed storage/treatment facility to prevent contaminated soils from becoming airborne or otherwise released into the environment.
- All SMP measures shall be printed on the construction documents, contracts, and Project plans prior to issuance of grading permits.

MM HAZ-4

Construction period testing. Construction at the Project site shall be conducted under a Project-specific Construction Risk Management Plan (CRMP) to protect construction workers, the general public, and the environment from subsurface hazardous materials previously identified and to address the possibility of encountering unknown contamination or hazards in the subsurface. The CRMP shall summarize soil and groundwater analytical data collected on the Project sites during past investigations and during site investigation activities; delineate areas of known soil and groundwater contamination if applicable; and identify soil and groundwater management options for excavated soil and groundwater, in compliance with local, state, and federal statutes and regulations.

The CRMP shall:

- Provide procedures for evaluating, handling, storing, testing, and disposing of soil and groundwater during Project excavation and dewatering activities, respectively.
- Require the preparation of a Project-specific HSP that identifies hazardous materials present, describes required health and safety provisions and training for all workers potentially exposed to hazardous materials in accordance with State and Federal worker safety regulations, and designates the personnel responsible for HSP implementation.
- Require the preparation of a contingency plan that shall be applied should previously unknown hazardous materials be encountered during construction activities. The contingency plan shall include provisions that require collection of soil and/or groundwater samples in the newly discovered affected area by a qualified environmental professional prior to further work, as appropriate. The analytical results of the sampling shall be reviewed by the qualified environmental professional and submitted to the appropriate regulatory agency. The environmental professional shall provide recommendations, as applicable, regarding soil/waste management, worker health and safety training, and regulatory agency notifications, in accordance with local, state, and federal requirements. Work shall not resume in the area(s) affected until these recommendations have been implemented under the oversight of the County or regulatory agency, as appropriate.
- Designate personnel responsible for implementation of the CRMP. The CRMP shall be submitted to the County for review and approval prior to the issuance of construction and demolition permits. This measure would reduce the hazards and hazardous materials impact to a less-than-significant level.

MM HAZ-5

Prior to the commencement of any construction related site activities (clearing, demolition, grading etc.), all ASTs shall be removed. ASTs storing diesel shall be disposed of by a State of California licensed contractor and in compliance with the required SBCFD Hazardous Materials Division regulations for tank removals. For stained soils in the vicinity of diesel containing ASTs, as identified in the Phase I ESA dated October 11, 2018, soil samples shall be collected, as directed by the SBCFD inspector, for chemical analysis at a laboratory licensed by the State of California. If contaminated soils are encountered, a soil management plan shall be prepared to manage the stained soils during redevelopment.

MM HAZ-6

Prior to the issuance of a demolition permit for any buildings or structures on-site, the Project Applicant shall conduct a comprehensive ACM survey to identify the locations and quantities of ACM in above-ground structures. The Project Applicant shall retain a licensed or certified asbestos consultant to inspect buildings and structures on-site. The consultant's report shall include requirements for abatement, containment, and disposal of ACM, if encountered, in accordance with SCAQMD Rule 1403.

Impact 4.7-2: *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?*

Level of Significance: Less than Significant Impact with Mitigation Incorporated

Specific Plan – Phase I and Future Development Areas

Construction

The construction of new developments such as the Project site could result in hazards to the public or the environment through the accidental upset or release of hazardous materials caused by accidental spillage of hazardous materials used during construction phases, or as a result of the exposure of contaminated soil during grading activities. Database searches did not reveal any USTs. The Project site itself is not on a Cortese list. The closest UST that is listed is a site 0.22 miles away, located at the Chino Road Yard at 7000 Merrill Avenue, which is currently under military evaluation and the status remains inactive. Additionally, the Project site has not been cited or issued violation notices by any environmental regulatory agency for improper use or disposal of hazardous materials.

Compliance with applicable laws and regulations concerning hazardous materials would ensure that all potentially hazardous materials are used and handled in an appropriate manner and would minimize the potential for safety impacts. For example, all spills or leakage of petroleum products during construction activities are required to be immediately contained, the hazardous material identified, and the material remediated in compliance with applicable regulations, such as RCRA, for the clean-up and disposal of that contaminant. All contaminated waste would be required to be collected and disposed of at an appropriately licensed disposal or treatment facility under SCAQMD Rule 1166. Furthermore, strict adherence to all emergency response plan requirements set forth by San Bernardino County Fire Protection District would be required through the duration of the Project construction phase. Project construction workers would also be required to conduct safe handling of hazardous materials as proposed in **MM HAZ-4**. Implementation of **MM HAZ-1** through **MM HAZ-6** will further reduce the potential for accidental upset conditions by conducting additional site investigations to quantify, manage and mitigate hazardous materials conditions on the site. As a result, with the implementation of mitigation measures, impacts would be less than significant.

Operations

Operation of the Project site would involve typical hazardous materials and chemicals such as solvents and cleaning products associated with operation of an industrial land development. As discussed in Impact 4.7-1 above, any routine transport, use, and disposal of these materials during warehouse operations must adhere to Federal, State, and local regulations for transport, handling, storage, and disposal of hazardous substances. Prior to Project approval, a Hazardous Materials Business Plan (MBP) also would be required for approval to show conformance with all applicable materials handling protocols. Adherence to these regulations is overseen and enforced by the SBCFD. The SBCFD manages six hazardous material and hazardous waste programs. The CUPA program is designed to consolidate, coordinate, and uniformly and consistently administer permits, inspection activities, and enforcement activities throughout San Bernardino County.

CUPA consolidates, coordinates, and makes consistent the following hazardous materials and hazardous waste programs:

- Hazardous materials release response plans and inventory (business plan)
- Hazardous waste generation and on-site treatment
- Aboveground Petroleum Storage Act (APSA)/Spill Prevention, Control, and Countermeasure Plan (SPCC plan)
- Underground storage tanks (UST)
- California Accidental Release Program (CALARP)
- Hazardous materials management plans and inventory statements under California Fire Code

Furthermore, household hazards such as cleaners and solvents contain such low quantities of liquid and material that they do not pose a significant threat related to the release of hazardous materials into the environment. A less than significant impact would occur in this regard.

SB330 Replacement Site

Construction and Operations

Refer to discussion above for the Project site, and the SB330 Replacement Site discussion under Impact 4.7-1. Rezoning the SB330 Replacement Site is not anticipated to have any new or substantially more severe impacts than addressed under the City's TOP EIR, or that would occur under current zoning, because the uses will be substantially the same as that evaluated in the City's TOP EIR. These potential impacts are anticipated to be similar to that described above for the Project site. Rezoning the SB330 Replacement Site to provide slightly greater residential density is not anticipated to result in any new or substantially more severe pollutants than would occur under current zoning. The SB330 Replacement site would be subject to **MM HAZ-1** through **MM HAZ-6**, as well as other applicable local, state and federal regulations as described in the Regulatory Framework section, including the City's standard discretionary review process, the City's municipal code, and CEQA compliance. In consideration of the above, a less than significant impact is anticipated.

Conclusion

The construction of new developments could result in hazards to the public or the environment through the accidental upset or release of hazardous materials caused by accidental spillage of hazardous materials used during construction the construction phase. However, Project construction workers would be required to conduct the safe handling of hazardous materials use according to **MM HAZ-4**. **MM HAZ-1** through **MM HAZ-6** will further reduce the potential for accidental upset conditions. As a result, with the implementation of mitigation measures, impacts would be less than significant.

Mitigation Measures

Reference **MM HAZ-3** and **MM HAZ-4** above.

Impact 4.7-3: *Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*

Level of Significance: Less than Significant Impact

Specific Plan – Phase I and Future Development Areas

Construction and Operations

No existing or proposed schools are located within one-quarter mile of the Project site. The nearest operating school to the Project site is Cal Aero Preserve Academy, located at 15850 Main St., in the City of Chino, approximately 1.14 miles southeast of the Project site (Google Earth Pro, 2020). The next closest school is Egan Lyle High School, located at 15180 Euclid Ave in the City of Chino, approximately 1.15 miles southwest of the Project site.

The Project would not emit hazardous emissions or include the handling of hazardous or acutely hazardous materials, substances, and/or wastes within one-quarter mile of an existing or proposed school. The transport of hazardous substances or materials to-and-from the Project site during construction and long-term operational activities would be required to comply with applicable federal, State, and local regulations intended to reduce public safety hazards.

Refer to *Section 4.2, Air Quality* for analysis pertaining to human health risks associated with the Project's air pollutant emissions. As concluded in *Section 4.2, Air Quality*, the Project's toxic air contaminant emissions (and their associated health risks) would be less than significant to all sensitive receptors, including schoolchildren near the Project site and the primary truck travel routes to/from the Project site.

SB330 Replacement Site

Construction and Operations

The SB330 Replacement Site is within a half-mile of Levi H. Dickey Elementary School, located at 2840 S. Parco Ave. As stated previously, rezoning the SB330 Replacement Site is not anticipated to have any new or substantially more severe impacts than addressed under the City's TOP EIR, or that would occur under current zoning, because the uses will be substantially the same as that evaluated in the City's TOP EIR. These potential impacts are anticipated to be similar to that described above for the Project site. Rezoning the SB330 Replacement Site to provide slightly greater residential density is not anticipated to result in any new or substantially more severe pollutants than would occur under current zoning. The SB330 Replacement site would be subject to applicable local, state, and federal regulations as described in the Regulatory Framework section, including the City's standard discretionary review process, the City's municipal code, and CEQA compliance. In consideration of the above, a less than significant impact is anticipated.

Conclusion

The Specific Plan portion of the Project would not emit harmful amounts of hazardous emissions or handle hazardous or acutely hazardous materials, substances, and/or wastes within one-quarter mile of an existing or proposed school. Additionally, schools would be unlikely to be exposed to substantial safety hazards associated with the routine transport of hazardous substances or materials to-and-from the

Project site due to the low amount of anticipated toxic air contaminants associated with the Project. The SB330 Replacement Site's proposed slight increase in residential density is not anticipated to result in significant impacts in light of existing regulatory requirements and the City's standard discretionary review process. A less than significant impact would occur.

Mitigation Measures

No mitigation necessary.

Impact 4.7-4: *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, would it create a significant hazard to the public or the environment?*

Level of Significance: Less than Significant Impact with Mitigation Incorporated

Specific Plan – Phase I and Future Development Areas

Construction and Operations

The Project site contains approximately 19.0 acres of areas with stock/retention ponds and channels⁴. These ponds and channels are man-made and fed by wells. The ponds are dry and dominated by upland species as discussed in *Section 4.3, Biological Resources*. However, as an agricultural facility with designated/influent or solid wastes, this can pose a significant threat to water quality (dairy waste ponds). Therefore, with implementation of **MM HAZ-2**, the Project site shall have a Phase II subsurface assessment performed of the sediments after the ponds have been drained. If the Phase II subsurface assessment detects chemical risks to human health and the environment due to sediments in the ponds, the Project applicant is required to prepare a soils management plan, and any engineering or administrative controls or long-term operations and maintenance plan that is required by DTSC. The Project site was not identified on the Waste Discharge System database as a site that would pose a significant threat to water quality.⁵ Furthermore, this site is not listed to have any Cortese List items. The nearest active facility to the Project site listed under the DTSC Cortese List is located approximately 5 miles north.⁶ Lastly, according to the SWRCB Geotracker for leaking underground storage tanks, the Project site is approximately half a mile north from an open Clean-up Program Site dedicated to remediation.⁷ Therefore, with incorporation of **MM HAZ-2**, the Project site would not create a significant impact to the public environment.

SB330 Replacement site

Construction and Operations

The SB330 Replacement Site is characterized by agricultural and urban development consisting of single-family residential units, agricultural plots, and some commercial uses. The SB330 Replacement Site had not been previously subject to Phase I Environmental Site Assessment. The present hazardous conditions

⁴ South Ontario Logistics Center Specific Plan. *Section 2.6 Existing Environmental Conditions*, pg. 2-8.

⁵ State Water Resources Control Board. Geotracker. (2021). Retrieved from:
<https://geotracker.waterboards.ca.gov/map/?myaddress=California&from=header&cqid=5045819938>

⁶ Department of Toxic Substances Control. EnviroStor. Alumin-Art Plating Company Inc. (2021). Retrieved from:
https://www.envirostor.dtsc.ca.gov/public/profile_report?global_id=60001398

⁷ State Water Resources Control Board. Geotracker. (2021). Retrieved from:
<https://geotracker.waterboards.ca.gov/map/?myaddress=California&from=header&cqid=5045819938>

of the SB330 Replacement Site are unknown, but because no new development has occurred, the existing structures have not been formally evaluated. The nearest facility to the SB330 Replacement Site listed under the DTSC Cortese List is located approximately 2 miles north. The SB330 Replacement Site is not near any other listed waste facilities.

Conclusion

Neither the Project site nor the SB330 Replacement Site contains sites that are listed on the Cortese List pursuant to Government Code §65962.5. With mitigation incorporated, a less than significant impact will occur.

Mitigation Measures

Reference **MM HAZ-2** above.

Impact 4.7-5: *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?*

Level of Significance: Less than Significant Impact

Specific Plan – Phase I and Future Development Areas

Construction and Operations

As discussed previously and shown in *Figures 4.7-2 and 4.7-3* the Project site is within the ONT and Chino Airport's AIA. The southeast corner of the Project area is within Zone C and the balance is within Zone D of the Chino Airport as designated in the ALUCP. Zone C is known as the Compatibility Zone for Non-Residential Land Use, designating the area for uses such as Light Industrial. Warehousing and office buildings are permitted in Zone D as well. Both Zone C and D requirements align with the Specific Plan. Furthermore, the maximum building height for the Project is 55 feet and the Project does not require ALUCP review. In the San Bernardino County Chino Airport Comprehensive Land Use Plan, the site is within Safety Zone 6 (Traffic Pattern Zone) of the Chino Airport Overlay (Generic Safety Zones for General Aviation Airports from the Caltrans Division of Aeronautics – California Airport Land Use Planning Handbook).⁸ Safety Zone 6 compatibility criteria prohibit people-intensive uses such as stadiums, large daycare centers, hospitals, and nursing homes, however light industrial and manufacturing uses are acceptable within this zone, provided that they do not generate any visual, electronic, or physical hazards to aircraft. Phase 1 and Future development Areas fit these criteria because the Projects are based on light industrial and manufacturing uses. The Specific Plan's land uses are compatible with these guidelines because it does not involve people-intensive uses. The Caltrans Division of Aeronautics – California Airport Land Use Planning Handbook (Handbook) guidelines suggest the provision of approximately 10 percent usable open land, or an open area approximately every ¼ to ½ mile should be provided in projects within

⁸ South Ontario Logistics Center Specific Plan, Section 2.2, Airport Influence Areas, pg. 2-1.

Safety Zone 6.⁹ The Handbook further indicates that ideal emergency landing sites are ones that are long, level, free of obstacles and with minimum dimensions of 300 feet long by 75 feet wide, much like a runway. In the Specific Plan area, surrounding roads (Eucalyptus Avenue, Grove Avenue, Merrill Avenue, and Bon View Avenue), drive aisles, and truck parking lots can be considered as acceptable open lands in urbanized settings.

Furthermore, the Project site is not within a ONT safety zone, noise impact zone, or airspace protection zone. Therefore, the Project would not result in a safety hazard or excessive noise for people residing or working in the Project area and impacts would be less than significant.

SB330 Replacement Site

Construction and Operations

The SB330 Replacement Site is within the Chino Airport's AIA. The southern portion of the SB330 Replacement Site is approximately one mile from the Chino Airport. The southernmost limits of the SB330 Replacement Site, immediately north of Eucalyptus Avenue, are within the Aircraft Departure Accident Risk Intensity Contours, which means there is a potential risk for aircraft accidents to occur. Within the Aircraft Departure Accident Risk Intensity Contour lies safety and airspace compatibility factors. The main objective of safety compatibility factors is to simply minimize the risks associated with potential aircraft accidents. This task is made up of two components; 1) safety on the ground; and 2) safety for aircraft occupants. The fundamental objective for providing safety on the ground is to protect people and property in the event of an aircraft accident near an airport. Safety for aircraft occupants involves trying to find ways in which to enhance the chances of survival of occupants of an aircraft involved in an accident beyond the runway environment. If buildout were to occur for the SB330 Replacement Site, there will be a relatively slight increase in residential development within this influence area. Through implementation of safety zone requirements, as SB330 is within Safety Zone 6, within buildout of the site, the risk for potential safety hazards from occurring would be less than significant. Any future development in the SB330 Replacement Site would comply with all applicable local, state, and federal safety regulations, and would require compliance with the City's municipal code as part of the City's standard development review process, including CEQA compliance.

Conclusion

The Specific Plan and SB330 Replacement Site are located within areas governed by the Chino Airport ALUCP. Proposed uses are consistent with the ALUCP, and will be regulated by applicable local, state, and federal regulations including the City's municipal code. A less than significant impact would occur.

Mitigation Measures

No mitigation necessary.

⁹ Caltrans Division of Aeronautics – California Airport Land Use Planning Handbook. (2011). Chapter 4, Developing Airport Land Use Compatibility Policies. Section 4.4.5, pg. 4-32. Retrieved from: <https://dot.ca.gov/-/media/dot-media/programs/aeronautics/documents/californiaairportlanduseplanninghandbook-a11y.pdf>

Impact 4.7-6: *Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

Level of Significance: Less than Significant Impact

Specific Plan – Phase I and Future Development Areas

Construction and Operations

The Project site does not contain any emergency facilities, nor does it serve as an emergency evacuation route. During construction and long-term operation of the Project, adequate emergency access for emergency vehicles would be maintained along public streets that abut the Project site. The City, as part of its discretionary review process, reviewed the Project’s application materials to ensure that appropriate emergency ingress and egress would be available to-and-from the Project site and that circulation on the Project site was adequate for emergency vehicles.

The City has adopted an Emergency Operations Plan to identify evacuation routes, emergency facilities, and City personnel and equipment available to effectively deal with emergency situations. No revisions to the adopted Emergency Operations Plan would be required as a result of the Project.

The nearest fire station is the Chino Valley Fire Department Station 63, located approximately 1 mile south of the site at 7550 Kimball Ave. Response times at this station would not be impaired by Project implementation because primary access to all major roads would be maintained during construction and operation of the Project.

Because both Project construction and operations would not disrupt or interfere with emergency access to nearby roadways, would not interfere with the City’s emergency response plan, and would comply with design standards for emergency services, impacts would be less than significant.

SB330 Replacement Site

Construction and Operations

The SB330 Replacement Site does not contain any emergency facilities. During future construction and long-term operation of the Project, adequate emergency access for emergency vehicles would have to be maintained along public streets that abut the SB330 Replacement Site. As a result of a lack of proposed development, impacts are anticipated to be less than significant.

Conclusion

The Project site does not contain any emergency facilities, nor does it serve as an emergency evacuation route. During Project construction and long-term operations, adequate emergency access for emergency vehicles would be maintained along public streets that abut the Project site. A less than significant impact would occur.

Mitigation Measures

No mitigation necessary.

Impact 4.7-7: *Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?*

Level of Significance: Less than Significant Impact

Specific Plan – Phase I and Future Development Areas

Construction and Operations

The Project site is not located within a State Responsibility Area or a very high fire hazard severity zone. Neither the California Department of Forestry and Fire Protection (CalFire) nor the County of San Bernardino identify the Project site within an area susceptible to wildland fires. The Project site and surrounding areas generally consist of agricultural, industrial and/or residential uses, which are generally not associated with wildland fire hazards (Google Earth Pro, 2019; CalFire, 2008). The Project would comply with all applicable local and state regulations related to fire safety, as evaluated through the City's standard development review process. Impacts would be less than significant.

SB330 Replacement Site

Construction and Operations

Similar to the Specific Plan area, the SB330 Replacement Site is not located within a State Responsibility Area or a very high fire hazard severity zone. The SB330 Replacement Site is not proposed for development at this time, and any future development would comply with applicable regulatory requirements including the City's municipal code. A less than significant impact would occur.

Conclusion

Neither the Project nor the SB330 Replacement Site are located within a State Responsibility Area or a very high fire hazard severity zone. All future development will comply with applicable local and state regulations related to wildfire, including the City's municipal code as part of the City's standard discretionary review process. A less than significant impact would occur.

Mitigation Measures

No mitigation necessary.

4.7.6 Cumulative Impacts

The area considered for cumulative impacts is the City of Ontario and related projects. Hazards and hazardous waste impacts are typically unique to each site and do not usually contribute to cumulative impacts. Cumulative development projects would be required to assess potential hazardous materials impacts on the development site prior to grading. The Project and other cumulative projects would be required to comply with laws and regulations governing hazardous materials and hazardous wastes used and generated as described previously. Therefore, cumulative impacts related to hazards and hazardous materials would be less than significant after regulatory compliance.

The areas considered for cumulative airport-related hazards impacts are the AIAs of the ONT and Chino airports. Some Projects may be proposed within the safety compatibility zones of the ONT and Chino AIAs, and thus could expose the nearby population to potential hazards such as aircraft crashes. Airport land use planning agencies for the ONT and Chino airports regulate development within their safety compatibility zones. Projects proposed within safety compatibility zones would be required to comply with each safety zone's respective land use regulations set forth by the affected agencies. After regulatory compliance, cumulative impacts would be less than significant.

4.7.7 Significant Unavoidable Impacts

There are no significant and unavoidable impacts with respect to hazards and hazardous materials.

4.7.8 References

- Department of Toxic Substances Control, Los Angeles Regional Water Quality Control Board, and San Francisco Regional Water Quality Control Board (DTSC, LARWQCB, and SFRWQCB). 2015, July Advisory, Active Soil Gas Investigations. https://dtsc.ca.gov/wp-content/uploads/sites/31/2018/01/VI_ActiveSoilGasAdvisory_FINAL.pdf.
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South Ontario Logistics Center Specific Plan. Section 2.2, Airport Influence Areas, pg. 2-1.

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Vidal, Ray A. (aviation planning consultant). 1991, November. Chino Airport Comprehensive Land Use Plan. Prepared for San Bernardino County Airport Land Use Commission.

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4.8 HYDROLOGY AND WATER QUALITY

This section of the Draft Environmental Impact Report (Draft EIR) evaluates the potential impacts of the South Ontario Logistics Center Specific Plan project (Project) to hydrology and water quality conditions in the City of Ontario (City). Hydrology deals with the distribution and circulation of water, both on land and underground. Water quality deals with the quality of surface- and groundwater. Surface water includes lakes, rivers, streams, and creeks; groundwater is under the earth's surface.

The following analysis is based in part on information obtained from:

- *Preliminary Hydrology Calculations*, Thienes Engineering, updated December 14, 2020 (Appendix G1).
- *Preliminary Water Quality Management Plan (WQMP)*, Thienes Engineering, December 14, 2020 (Appendix G2).

Complete copies of these studies are included in the Draft EIR *Appendices G1 and G2*.

4.8.1 Environmental Setting

Existing Conditions

Regional Drainage

The City is within the Chino Creek Watershed, which consists of most of the Upper Santa Ana River Valley, portions of the San Gabriel Mountains, and Puente and Chino Hills. Chino Creek is approximately 12.7 miles in length. It drains a basin of approximately 218 square miles from the San Gabriel Mountains southward to the Santa Ana River, then southwest into the Santa Ana River near the City of Corona. Streams in the Chino Creek Watershed flowing north-south include the San Antonio, West Cucamonga, Deer Creek, Day Creek, Etiwanda Creek Channels, and the Cucamonga Creek Flood Control Channel.¹ The Chino Creek Watershed is intensely developed for residential, industrial, and agricultural use. Thus, Chino Creek and its tributaries are highly polluted and receive sources from a multitude of wastewater treatment plants, storm drains, and agricultural runoff.

Local Drainage

The City is divided into two distinct areas: Old Model Colony (OMC) and the Ontario Ranch (formerly known as the New Model Colony). The two areas are generally divided by Riverside Drive. The City presently owns and maintains over 136 miles of storm drains, mostly serving the OMC area of the City. In addition to the City-owned storm drains, there are the state-owned storm drains along Caltrans' Interstate 10 (I-10) and State Route 60 (SR-60) corridors. All the City and state storm drain facilities discharge to regional backbone facilities owned and operated by the San Bernardino County Flood Control district (SBCFCD) that are tributary to the U.S. Army Corps of Engineers' (USACE) Prado Flood Control Basin.²

¹ City of Ontario. (2009). Ontario Plan Draft EIR; *Section 5.9, Hydrology and Water Quality*, Page 5.9-5. Accessed April 21, 2021. Available at: <https://www.ontarioplan.org/wp-content/uploads/sites/4/2016/05/31708.pdf>

² City of Ontario. (2012). Master Plan of Drainage. Page 2. Available at: https://www.ontario.ca/sites/default/files/master_plan_of_drainage_city_of_ontario.pdf. Accessed April 2021.

According to the City's Master Plan of Drainage (2012), the City lies in the western portion of the Santa Ana River's watershed, upstream of the Prado Flood Control Basin. It is in a 277 square-mile area referred to as Zone 1 by the SBCFCD. Zone 1 generally slopes towards the south. Four major regional channel systems traverse Zone 1 in a north-south direction; they include San Antonio Channel, Cucamonga Channel, Day Creek Channel, and San Sevaine Channel.³ According to Exhibit 2 of the City's Master Plan of Drainage, the Specific Plan Area is located in the designated Ontario Ranch-west area.

Per the City's Master Plan of Drainage, the westerly two-thirds of the Project site is drained to a proposed 102-inch, reinforced concrete pipe (RCP) Master plan storm drain in Bon View Avenue (BNVW=XIV-1), which drains southerly to a proposed 9.5-foot by 9.5-foot Reinforced Concrete Box (RCB) Master Plan storm drain in Merrill Avenue (MERL-XIV-1), which drains westerly to an existing dirt channel in Euclid Avenue. The easterly one-third of the site is drained to another proposed public storm drain in Grove Avenue (GROV-XIII-1), and a 120-inch RCP that drains southerly to the Chino Airport.

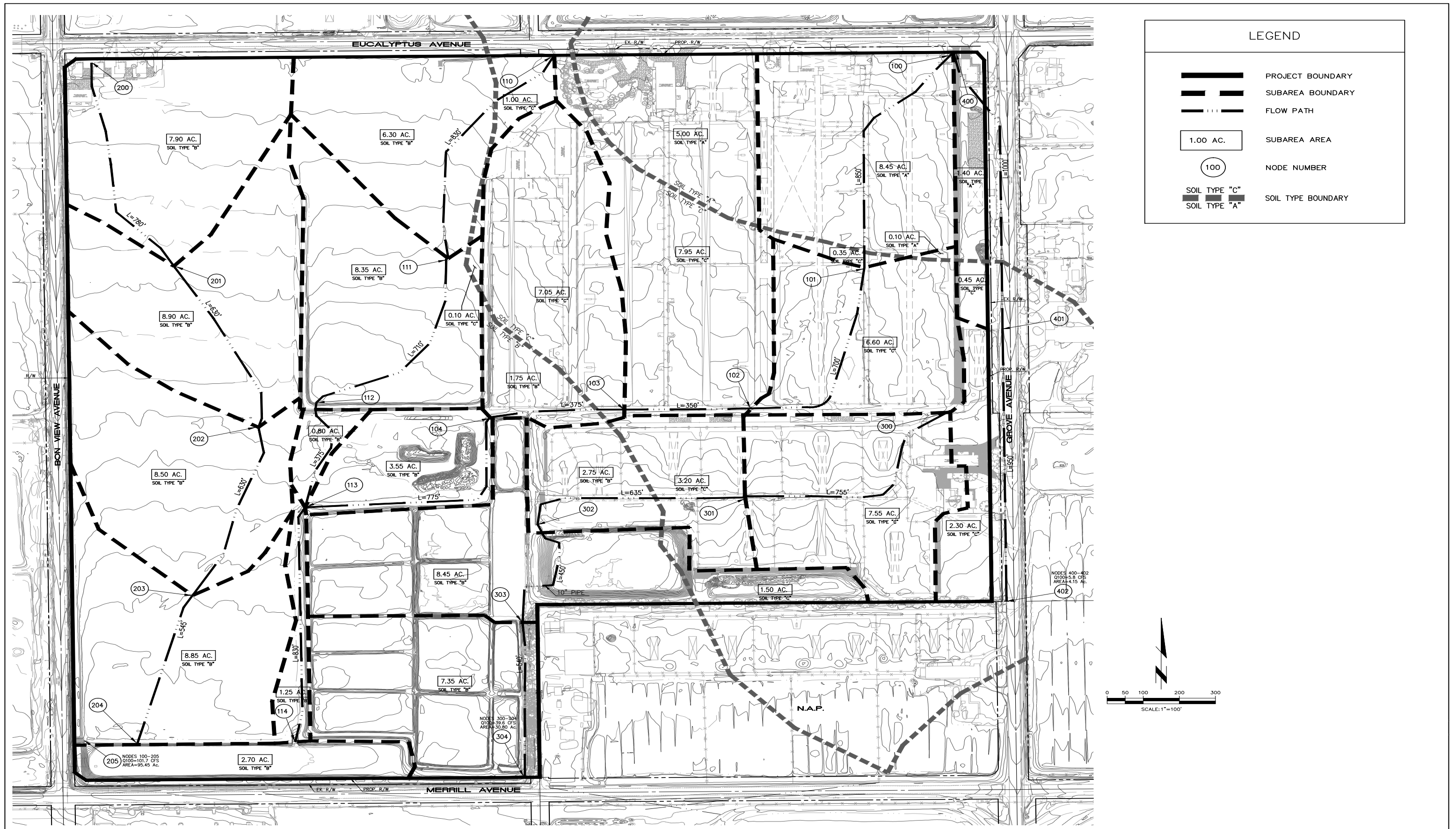
Although the aforementioned Master Plan storm drains will be constructed separately from the proposed site improvements, the ultimate discharge location downstream in Euclid Avenue south of Merrill Avenue, downstream of the proposed Merrill Avenue Master Plan storm drain, does not have the capacity to convey Master Plan peak flow rates. Therefore, proposed condition discharge from the Project site to Euclid Avenue via proposed Master Plan storm drains will be limited significantly below the existing condition 25-year runoffs from the site, with the remainder of the proposed condition 100-year runoff to be temporally detained on-site.⁴

Project Site Hydrology

The Project site is currently used for agricultural and dairy purposes. Runoff from the site generally drains from north to south. There are several detention areas located in the central and southern portions of the Project site. The Project site surface drains southerly to a dirt swale located adjacent to Merrill Avenue, then westerly to a set of four corrugated steel pipes, then southerly to an earthen channel adjacent to Euclid Avenue. Areas north of the Project site drain southerly towards Eucalyptus Avenue and then westerly towards Euclid Avenue. Eucalyptus Avenue is not fully improved, so it is possible that off-site flows from the north enter the Project site. The existing condition 100-year site runoff from the north and west portions of the Project site (95.35 acres), tributary to Merrill Avenue via the south-westerly detention basin, is approximately 101.7 cubic feet per second (cfs). The existing condition 100-year site runoff from the southeast portion of the site (30.80 acres), tributary to Merrill Avenue, is approximately 39.6 cfs, resulting in a total 141.3 cfs from the site tributary to Merrill Avenue. The easterly portion of the Project site (4.15 acres) adjacent to Grove Avenue surface drains to Grove Avenue. The existing condition 100-year runoff from this portion of the site is 5.8 cfs. Refer to Appendix B of the Preliminary Hydrology Calculations Report (*Appendix G1*) for existing hydrology calculations and *Figure 4.8-1, Existing Hydrologic Conditions*, for existing runoff conditions occurring on-site.

³ Ibid. Page 5.

⁴ Thienes Engineering. (2020). *Preliminary Hydrology Calculations*. Accessed April 21, 2021. Refer to Appendix G1



Source: South Ontario Logistics Center Specific Plan; Development Plan (2020), Existing Condition Hydrology Map

Figure 4.8-1: Existing Hydrologic Conditions
South Ontario Logistics Center Specific Plan

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Senate Bill (SB) 330 Replacement Site Hydrology

Land uses within the Grove Avenue Corridor (SB330 Replacement Site) includes residential, general commercial, and neighborhood commercial, as well as open space park land. According to the City's Master Plan of Drainage, *Existing Facilities Map*, the SB330 Replacement Site contains the Riverside Drive Storm Drain 1, Grove Avenue basin drain and several open channels.⁵ On-site hydrology conditions would be assessed during site-specific development in the future.

Surface Water Quality

Pursuant to §303(d) of the 1972 Federal Clean Water Act (CWA), states are required to identify water bodies that do not meet water quality objectives and are not supporting their beneficial uses. Each state must submit an updated list, called the 303(d) list, to the U.S. Environmental Protection Agency (U.S. EPA) every two years. In addition to identifying the water bodies that are not supporting beneficial uses, the list also identifies the pollutant or stressor causing impairment and establishes a priority for developing a control plan to address the impairment. The list also identifies water bodies where 1) a Total Maximum Daily Load (TMDL) has been approved by the U.S. EPA and an implementation plan is available, but water quality standards are not yet met, and 2) water bodies where the water quality problem is being addressed by an action other than a TMDL and water quality standards are not yet met.

Stormwater from the Project site discharges to the several on-site detention basins and into the Airport Channel, which eventually discharges into Prado Park Lake and the Prado Flood Control Basin. Both water bodies are listed on the California 303(d) list as a Category 5 water body which is defined as "a water segment where standards are not met and a TMDL is required, but not yet completed, for at least one of the pollutants listed." The water quality impairments listed for the Prado Basin are nutrients and indicator bacteria. The available information from Regional Water Quality Control Board (RWQCB) 8 indicates a TMDL completion date of 2019 for nutrients. The TMDL for pathogens was approved in 2007. The Prado Flood Control Basin is impaired by pH and has an expected TMDL completion date of 2027.⁶

Groundwater Quality

The City currently draws all of its groundwater supply from the Chino Groundwater Basin (Chino Basin). The Chino Basin is one of the largest groundwater basins in southern California and encompasses about 235 square miles of the Upper Santa Ana River watershed. It lies within portions of San Bernardino, Riverside, and Los Angeles counties. Salinity, measured as total dissolved solids (TDS), and nitrate concentrations increase in the southern portion of the Chino Basin. Generally, TDS exceeds 500 mg/L and nitrate exceeds 50 mg/L south of Riverside Drive. TDS and nitrate generally originate from nonpoint sources such as land application of wastes and fertilizer from previous and current agricultural activities. In addition, there are several point sources of contamination in the Chino Basin that affect groundwater quality in localized areas. The Specific Plan area is located within Chino Basin Management Zone 2 (MZ 2). A small area in the northeastern portion of the Project site is within a groundwater contamination plume.⁷

⁵ City of Ontario. (2012). *Master Plan of Drainage*. Accessed April 23, 2021. Available at: https://www.ontarioca.gov/sites/default/files/master_plan_of_drainage_city_of_ontario.pdf

⁶ SWRCB. (2017). *2014 and 2016 California 303(d) List of Water Quality Limited Segments*. Accessed April 21, 2021. Available at: https://www.waterboards.ca.gov/water_issues/programs/tmdl/2014_16state_ir_reports/category5_report.shtml

⁷ City of Ontario (2009). The Ontario Plan Draft EIR, *Figure 5.9-4, Areas of impaired Water Quality*. Accessed April 21, 2021. Available at <https://www.ontarioplan.org/environmental-impact-report/>

The Project site is currently used for agricultural and dairy operations. The site is not connected to the City's water supply and uses an on-site groundwater well for irrigation of crops and other agricultural-related uses. The use of this on-site ground water supply would cease upon implementation of the proposed Project and the Project would be connected to the City's municipal water supply, as illustrated in Figures 3-6a and 3-6b, *Potable Water Plan*. There is an existing on-site groundwater well that feeds into man-made on-site ponds and channels that will be destroyed/abandoned in accordance to the California Water Resource Guidelines, Department of Water Resources (DWR) Standards, and San Bernardino County Health Department permit requirements.

Flood and Dam Inundation Zones

The Project site is within Federal Emergency Management Agency (FEMA) Flood Zones X and D, per the FEMA FIRM Map. No. 06071C9335H dated August 28, 2008.⁸ Zone D is an area where there are possible but undetermined flood hazards, as no analysis of flood hazards has been conducted. Zone X are areas determined to be outside the 0.2 percent annual chance floodplain. There are no large water bodies, including rivers or streams, that would cause flooding on the Project site. The nearest dam to the Project site is the San Antonio Dam, approximately 12 miles to the north.

Similarly, the SB330 Replacement Site is within FEMA Flood Zones X and D as per the FEMA FIRM Map. No. 06071C9335H, dated August 28, 2008, and FEMA FIRM Map 06071C8620H, dated August 28, 2008.

According to *Figure 5.9-2, Flood Hazard Areas*, of The Ontario Plan, the Project site and SB330 Replacement Site are located within the dam failure inundation area for San Antonio Dam under USACE authority, which is a flood control and debris dam on San Antonio Creek.⁹ The San Antonio Dam reservoir can fill up to 11,880 acre-feet of water after extreme flooding events.

Seiche

A seiche is a surface wave created when an inland body of water is shaken, usually by earthquake activity. Seiches could pose flood hazards due to a wave overtopping a reservoir such as that behind San Antonio Creek Dam, an aboveground reservoir, or percolation basins. The Project site is not located near any water storage tanks or reservoirs that would be at risk of seiche during seismic activity. A seiche at the San Antonio Creek Dam would cover a much smaller area than a catastrophic failure of the dam. Thus, it is highly unlikely that any flood waters would reach the Project site.

Tsunami

A tsunami is a great sea wave produced by undersea disturbances such as tectonic displacement or large earthquakes. The project site is approximately 31.1 miles from the Pacific Ocean and therefore not at risk of flooding from a tsunami.

⁸ FEMA. (2008). *Flood Map Service Center; FIRMette for City of Ontario*. Accessed April 22, 2021. Available at: <https://msc.fema.gov/portal/search?AddressQuery=grove%20avenue#searchresultsanchor>

⁹ City of Ontario. (2009). *The Ontario Plan Draft EIR; Figure 5.9-2*. Accessed April 22, 2021. Available at: <https://www.ontarioplan.org/wp-content/uploads/sites/4/2016/05/32068.pdf>

4.8.2 Regulatory Setting

Federal

Federal Clean Water Act (CWA)

The Project is subject to federal permit requirements under the Federal CWA which establishes regulations to control the discharge of pollutants into the waters of the U.S. and regulates water quality standards for surface waters (US Code, Title 33, §1251 et seq.). Under the act, the U.S. EPA is authorized to set wastewater standards and runs the National Pollutant Discharge Elimination System (NPDES) permit program. Under the NPDES program, permits are required for all new developments that discharge directly into waters of the U.S. The Federal CWA requires wastewater treatment of all effluent waters before it is discharged into surface waters. NPDES permits for such discharges in the Project region are issued by the Santa Ana RWQCB.

Under the NPDES permit program, the U.S. EPA establishes regulations for discharging stormwater by municipal and industrial facilities and construction activities. Section 402 of the CWA prohibits the discharge of pollutants into waters of the U.S. from any point source unless the discharge is in compliance with an NPDES Permit.

The Anti-degradation Policy under the U.S. EPA's Water Quality Standards Regulations (48 F.R. 51400, 40 CFR 131.12, November 8, 1983), requires states and tribes to establish a three-tiered anti-degradation program to prevent a decrease in water quality standards.

- **Tier 1**—Maintains and protects existing uses and water quality conditions that support such uses. Tier 1 is applicable to all surface waters.
- **Tier 2**—Maintains and protects “high quality” waters where existing conditions are better than necessary to support “fishable/swimmable” waters. Water quality can be lowered in such waters but not to the point at which it would interfere with existing or designated uses.
- **Tier 3**—Maintains and protects water quality in outstanding national resource waters. Water quality cannot be lowered in such waters except for certain temporary changes.

Anti-degradation was explicitly incorporated into the Federal CWA through 1987 amendments, codified in §303(d)(4)(B), requiring satisfaction of anti-degradation requirements before making certain changes in NPDES permits.

Section 303(d) of the CWA requires the State Water Resources Control Board (SWRCB) to list impaired water bodies that are too polluted or otherwise degraded to meet the water quality standards set by states, territories, or authorized tribes. The law requires that these jurisdictions establish priority rankings for waters on the lists and develop TMDLs for these waters.

Section 404 of the CWA is administered and enforced by the USACE. Section 404 establishes a program to regulate the discharge of dredged and fill material into waters of the U.S., including wetlands and coastal areas below the mean high tide. USACE administers the day-to-day program, and reviews and considers individual permit decisions and jurisdictional determinations. USACE also develops policy and guidance and enforces §404 provisions.

Safe Drinking Water Act

The purpose of the Safe Drinking Water Act (SDWA), enacted in 1974, is to ensure safe drinking water to the public and has been amended several times since it came into law. The SDWA authorizes the U.S. EPA to set national standards for drinking water, called the National Primary Drinking Water Regulations, to protect against both naturally occurring and man-made contaminants. These standards set enforceable maximum contaminant levels in drinking water and require all water providers in the U.S. to treat water to remove contaminants, except for private wells serving fewer than 25 people. In California, the SWRCB conducts most enforcement activities. If a water system does not meet standards, it is the water supplier's responsibility to notify its customers.

Federal Emergency Management Agency

The FEMA administers the National Flood Insurance Program (NFIP) to provide subsidized flood insurance to communities that comply with FEMA regulations limiting development in floodplains. FEMA also issues Flood Insurance Rate Maps (FIRMs) that identify which land areas are subject to flooding. These maps provide flood information and identify flood hazard zones in the community. The design standard for flood protection is established by FEMA. FEMA's minimum level of flood protection for new development is the 100-year flood event, also described as a flood that has a 1-in-100 chance of occurring in any given year. The Project site and SB330 Replacement Site are located within the flood zones X and D.

State

Porter-Cologne Water Quality Control Act

The Porter-Cologne Act (California Water Code §13000 et seq) is the principal law governing water quality regulation in California. It established a comprehensive program to protect water quality and the beneficial uses of water. The Porter-Cologne Act applies to surface waters, wetlands, and groundwater and to both point and nonpoint sources of pollution.

The Porter-Cologne Act established nine RWQCB's (based on watershed boundaries as defined by their surrounding mountain chains and ridges) and the SWRCB, which is charged with implementing its provisions and which have primary responsibility for protecting water quality in California. The SWRCB provides program guidance and oversight, allocates funds, and reviews RWQCB decisions. In addition, the SWRCB allocates rights to the use of surface water. The RWQCBs have primary responsibility for individual permitting, inspection, and enforcement actions within each of nine hydrology regions. The SWRCB and RWQCBs have numerous nonpoint source¹⁰ pollution-related responsibilities, including monitoring and assessment, planning, financial assistance, and management.

The RWQCBs regulate discharges under the Porter-Cologne Act primarily through issuance of NPDES permits for point source discharges for contaminants and waste discharge requirements for nonpoint source discharges. Anyone discharging or proposing to discharge materials that could affect water quality (other than to a community sanitary sewer system regulated by an NPDES permit) must file a report of

¹⁰ According to the US EPA, "NPS pollution generally results from land runoff, precipitation, atmospheric deposition, drainage, seepage or hydrologic modification." NPS pollution has many diffuse sources whereas point source pollution has a single, identified source. Retrieved from US EPA Website: <https://www.epa.gov/nps/basic-information-about-nonpoint-source-nps-pollution>. Accessed July 31, 2019.

waste discharge. The SWRCB and the RWQCBs can make their own investigations or may require dischargers to carry out water quality investigations and report on water quality issues. The Porter-Cologne Act provides several options for enforcing waste discharge requirements and other orders, including cease and desist orders, cleanup and abatement orders, administrative civil liability orders, civil court actions, and criminal prosecutions.

State Water Resources Control Board General Construction Permit

The SWRCB has adopted a statewide Construction General Permit (Order No. 2012-0006-DWQ) for stormwater discharges associated with construction activity. These regulations prohibit the discharge of stormwater from construction projects that include one acre or more of soil disturbance. Construction activities subject to this permit include clearing, grading, and other disturbance to the ground, such as stockpiling or excavation, that result in soil disturbance of at least one acre of total land area. Individual developers are required to submit Permit Registration Documents (PRDs) to the SWRCB for coverage under the NPDES permit prior to the start of construction. The PRDs include a Notice of Intent (NOI), risk assessment, site map, Stormwater Pollution Prevention Plan (SWPPP), annual fee, and a signed certification statement. The PRDs are submitted electronically to the SWRCB via the Stormwater Multiple Application and Report Tracking System (SMARTS) website.

For construction activities that would result in the disturbance of one acre or more, permittees must develop, implement, and enforce a program to reduce pollutant runoff in stormwater. This includes: (1) a program to prevent illicit stormwater discharges; (2) structural and non-structural Best Management Practices (BMPs) to reduce pollutants in runoff from construction sites; and (3) preventing discharges from causing or contributing to violations of water quality standards. Permittees are required to review construction site plans to determine potential water quality impacts and ensure proposed controls are adequate. These include preparation and submission of an Erosion and Sediment Control Plan (ESCP) with elements of an SWPPP, prior to issuance of building or grading permits. The two major objectives of the SWPPP are to (1) help identify the sources of sediment and other pollutants that affect the water quality of stormwater discharges and (2) to describe and ensure the implementation of BMPs to reduce or eliminate sediment and other pollutants in stormwater as well as non-storm water discharges.

State Water Resources Control Board Trash Amendments

The SWRCB adopted Amendments (commonly referred as the trash amendments) to the Water Quality Control Plan for Ocean Waters of California (Ocean Plan), Control Trash, and Part 1 Trash Provisions of the Water Quality Control Plan for Inland Surface Waters, Enclosed Bays, and Estuaries of California (ISWEBE Plan). The purpose of the Trash Amendments is to reduce trash entering waterways statewide, provide consistency in the SWRCB's regulatory approach to protect aquatic life and public health beneficial uses, and reduce environmental issues associated with trash in state waters. Further, the Trash Amendments provide a framework for permittees to implement its provisions. There are two compliance tracks:

- **Track 1:** Permittees install, operate, and maintain a network of certified Full Capture Systems (FCS) to capture trash in storm drains, located in priority land use areas for municipal systems, and the entire facility for industrial and commercial permit holders.

- **Track 2:** Permittees install, operate, and maintain any combination of controls (structural and/or institutional) anywhere in their jurisdiction as long as they demonstrate that their system performs as well as Track 1.

Full compliance must occur within 10 years of the permit and permittees must also meet interim milestones such as average load reductions of 10 percent per year.

Senate Bill 92

On June 27, 2017, Governor Brown signed SB 92 into law, which set forth new requirements focused on dam safety. As part of this legislation, dam owners must now submit inundation maps to DWR. After the maps are approved, the dam owner must submit an emergency action plan to the California Office of Emergency Services (Cal OES). The dam owner must submit updated plans and inundation maps every 10 years, or sooner under certain conditions. Cal OES will review and approve the emergency action plans. This legislation set forth additional provisions for the emergency action plans including compliance requirements, exercises of the plan, and coordination with local public safety agencies

California Water Code §13751

In 1949, the California Legislature concluded that collecting information on newly constructed, modified or destroyed wells would be valuable in the event of underground pollution, and would also provide geologic information to better manage California's groundwater resources. Pursuant to California Water Code §13751, any person who digs, bores, or drills a water well, cathodic protection well, groundwater monitoring well, or geothermal heat exchange well, abandons or destroys such a well, or deepens or re-perforates such a well, shall file with the DWR a report of completion of that well within 60 days from the date its construction, alteration, abandonment, or destruction is completed.

Regional

Santa Ana River Basin Water Quality Control Plan

The Water Quality Control Plan for the Santa Ana River Basin (Basin Plan), updated in February 2008, establishes water quality standards for groundwater and surface water in the basin; that is, standards for both beneficial uses of specific water bodies and the water quality levels that must be maintained to protect those uses. The Basin Plan includes an implementation plan describing actions by the Santa Ana RWQCB and others needed to achieve and maintain the water quality standards. The Santa Ana RWQCB regulates waste discharges to minimize and control their effects on the quality of the region's groundwater and surface waters. The Basin Plan lists water quality problems in the region, along with causes, where they are known. Plans for improving water quality are included for water bodies with quality below the levels needed to enable all the beneficial uses of the water.¹¹

¹¹ City of Ontario. (2009) *Ontario Plan Draft EIR*, Page 5.9-3. Accessed April 21, 2021. Draft EIR is available on the City's website at: <https://www.ontarioplan.org/environmental-impact-report/>

San Bernardino County Regional Municipal Separate Stormwater Sewer System (MS4) Permit

Within the San Bernardino County area of the Santa Ana River Basin, management and control of the municipal separate storm sewer system (MS4) is shared by a number of agencies, including the SBCFCD, San Bernardino County, and the cities of Big Bear Lake, Chino, Chino Hills, Colton, Fontana, Grand Terrace, Highland, Lom a Linda, Montclair, Ontario, Rancho Cucamonga, Redlands, Rialto, San Bernardino, Upland, and Yucaipa.

On January 29, 2010, the Santa Ana RWQCB issued an area wide MS4 permit to the County and municipalities in San Bernardino County. Waste discharge requirements for stormwater entering municipal storm drainage systems are set forth in the MS4 permit, Order No. R8-2010-0036, NPDES No. CAS618036. This permit expired on January 29, 2015. On August 1, 2014, the SCBFCD submitted a Report of Waste Discharge (ROWD) on behalf of San Bernardino County and the 16 incorporated cities within San Bernardino County. The submitted ROWD serves as the permit renewal application for the fifth term MS4 permit for San Bernardino County.

San Bernardino County Stormwater Program

The Technical Guidance Document for Water Quality Management Plans (WQMPs) for the Santa Ana Region of San Bernardino County is the guidance document for the Project's stormwater design in compliance with Santa Ana RWQCB requirements for Priority Projects or Transportation Projects. The MS4 Permit requires that a preliminary project-specific WQMP be prepared for review early in the project development process and that a Final WQMP be submitted prior to the start of construction. A project specific WQMP is required to address the following:

- Develop site design measures using Low Impact Development (LID) principles
- Establish project-specific design capture volume (DCV) and applicable Hydrologic Conditions of Concern (HCOC) requirements
- Evaluate feasibility of on-site LID BMPs
- Maximum hydrologic source control, infiltration, and biotreatment BMPs
- Select applicable source control BMPs
- Address post-construction BMP maintenance requirements

Local

City of Ontario Standard Conditions of Approval for New Development

The City's standard conditions of approval for new development for the "Ontario Ranch" projects (Resolution No. 2017-027) include the following regulations:

- **SC3.66:** A hydrology study and drainage analysis, prepared in accordance with the San Bernardino County Hydrology Manual and the City of Ontario's Standards and Guidelines, and signed by a Civil Engineer registered in the State of California, shall be submitted to the Engineering Department prior to Grading Plan approval. Additional drainage facilities may be required as a result of the findings of the study.

- **SC 3.68:** Prior to Grading Plan approval and the issuance of a grading permit, an Erosion and Sediment Control Plan shall be submitted to, and approved by, the Engineering Department. The Erosion and Sediment Control Plan shall identify the Best Management Practices (BMPs) that will be implemented by the Project during construction in order to reduce the discharge of sediment and other pollutants into the City's storm drain system.
- **SC 3.69:** Prior to Grading Plan approval and the issuance of a grading permit, a completed Water Quality Management Plan (WQMP) shall be submitted to, and approved by, the Engineering Department. The WQMP shall be submitted using the San Bernardino County Stormwater Program's model template and shall identify all Post Construction, Site Design, Source Control, and Treatment Control Best Management Practices (BMPs), that will be incorporated into the Project, in order to minimize any potential adverse impacts to receiving waters.

City of Ontario Master Plan of Drainage

The City of Ontario's Master Plan of Drainage¹² is a planning level drainage study that includes the following:

- Update and evaluation of inventory and capacities of the existing City-owned storm drain facilities.
- Preparation of hydrology studies to quantify peak flow rates for runoffs during major storm events, that are based on built-out conditions as per the Land Use Plan adopted by City Council on January 27, 2010 and the Ontario Plan.
- Identification and quantification of upgrades to existing City-owned storm drain systems to provide adequate flood protection and mitigate development impacts, based on the City's latest policies and goals.
- Evaluation of alternatives to eliminate drainage deficiencies using the existing facilities to the maximum extent.
- Development of a master plan that establishes preliminary alignment and sizes for recommended future backbone drainage facilities that will ensure adequate flood protection.
- Development of project costs and prioritization for the implementation of the recommended master plan facilities.

City of Ontario Policy Plan

The City's Policy Plan's Environmental Resources (ER) Element defines the management of the City's environmental resources, goals for environmental infrastructure, and policies that support system integration, resource conservation and regeneration, and energy independence. The City's Safety (S) Element identifies potential hazards; provides policies that minimize potential dangers to residents, businesses, workers, visitors, and damage from potential disasters; and provides guidance to the approach to emergency management. *Table 4.8-1, Ontario Policy Plan Goals and Policies: Hydrology and*

¹² City of Ontario. (2012). *Master Plan of Drainage*. Accessed April 23, 2021. Available at: https://www.ontarioca.gov/sites/default/files/master_plan_of_drainage_city_of_ontario.pdf

Water Quality provides a summary of ER and S Element goals and policies regarding hydrology and water quality.

Table 4.8-1: Ontario Policy Plan Goals and Policies: Hydrology and Water Quality

Goal/Policy#	Goal/Policy
Goal ER1	A reliable and cost-effective system that permits the City to manage its diverse water resources and needs.
Policy ER 1-5	<i>Groundwater Management:</i> We protect groundwater quality by incorporating strategies that prevent pollution, require remediation where necessary, capture and treat urban run-off, and recharge the aquifer.
Policy ER1-6	<i>Urban Run-off Quantity:</i> We encourage the use of low impact development strategies to intercept run-off, slow the discharge rate, increase infiltration, and ultimately reduce discharge volumes to traditional storm drain systems.
Policy ER1-7	<i>Urban Run-off Quality:</i> We require the control and management of urban run-off, consistent with Regional Water Quality Control Board regulations.
Goal S2	Minimize risk of injury, loss of life, property damage and economic and social disruption caused by flooding and inundation hazards.
Policy S2-1	<i>Entitlement and Permitting Process:</i> We follow State guidelines and building code to determine when development proposals require hydrological studies prepared by a State-certified engineer to assess the impact that the new development will have on the flooding potential of existing development down-gradient.
Policy S2-2	<i>Flood Insurance:</i> We will limit development in flood plains and participate in the National Flood Insurance Program.
Policy S2-5	<i>Storm Drain System:</i> We maintain and improve the storm drain system to minimize flooding
Policy S2-6	<i>Use of Flood Control Facilities:</i> We encourage joint use of flood control facilities as open space or other types of recreational facilities.
Source: City of Ontario (2009). <i>The Ontario Plan; Environmental Resources and Safety Elements</i> . Accessed April 28, 2021. Available at https://www.ontarioplan.org/policy-plan/	

City of Ontario Municipal Code Title 8, Chapter 13: Flood Damage Prevention Program¹³

The City’s Flood Damage Prevention Program (FDPP) located at Title 8, Chapter 13 of the City’s Municipal Code, applies to all areas of special flood hazards, areas of flood-related erosion hazards, and areas of mudflow hazards within the City. The FDPP includes standards for construction, for utilities, subdivisions, manufactured homes, and floodways. Construction standards include requirements for anchoring, floodproofing, and minimum elevations of floors.

City of Ontario Municipal Article 5: Construction Requirements¹⁴

The City’s Municipal Code Article 5, *Construction Requirements*, establishes regulations for construction that include stormwater quality management plans, general permitting for stormwater, non-stormwater discharges, non-stormwater discharging reporting, BMPs, WQMP transfer, access, and maintenance agreements.

¹³ City of Ontario. (2020). Ontario Municipal Code. Assessed April 21, 2021. Available at: https://codelibrary.amlegal.com/codes/ontarioca/latest/ontario_ca/0-0-0-35678

¹⁴ City of Ontario. (2020). Ontario Municipal Code.

4.8.3 Thresholds of Significance

According to Appendix G of the *State CEQA Guidelines*, a project would normally have a significant effect on the environment if the project would:

- 1) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality.
- 2) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.
- 3) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:
 - i. Result in substantial erosion or siltation on- or off-site;
 - ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;
 - iii. 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; or
 - iv. Impede or redirect flood flows.
- 4) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation.
- 5) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

4.8.4 Plans, Programs, and Policies

- PPP HYD-1** The proposed Project will be constructed and operated in accordance with the City's Standard Condition (SC) 3.66 that requires a hydrology study and drainage analysis be prepared and signed by a California registered civil engineer in accordance with the San Bernardino County Hydrology Manual and the City of Ontario's Standards and Guidelines. Additional drainage facilities may be required after review of the studies by the City.
- PPP HYD-2** Any construction shall be regulated by the State Water Resources Control Board in a manner pursuant to and consistent with applicable requirements contained in the General Permit No. CAS000002, State Water Resources Control Board Order Number 2009-0009-DWQ. This includes preparation of a Stormwater Pollution Prevention Plan (SWPPP) and an Erosion Sediment and Control Plan, as per the City of Ontario's requirements.
- PPP HYD-3** The Project will be constructed and operated in accordance with the San Bernardino County Municipal Separate Storm Sewer System (MS4) Permit (Order No. R8-2010-0036, NPDES No. CAS618036 as renewed by the Report of Waste Discharge [ROWD] submitted on August 1, 2014). The MS4 Permit requires new

development and redevelopment projects to prepare a preliminary Water Quality Management Plan (WQMP) and a final WQMP to:

- Develop site design measures using Low Impact Development (LID) principles
- Establish project-specific design capture volume (DCV) and applicable Hydrologic Conditions of Concern (HCOC) requirements
- Evaluate feasibility of on-site LID Best Management Practices (BMPs)
- Maximize hydrologic source control, infiltration, and biotreatment BMPs
- Select applicable source control BMPs
- Address post-construction BMP maintenance requirements

PPP HYD-4: On-site wells shall be abandoned in compliance with Department of Water Resources (DWR) standards and San Bernardino County well permit requirements.

4.8.5 Project Impacts and Mitigation

Methodology

A Preliminary Hydrology Calculations Report (*Appendix G1*) and Preliminary WQMP (*Appendix G2*) were prepared for this Project. Hydrology calculations were computed using San Bernardino County Rational Method program (by Advanced Encryption Standard [AES] Software). The soil type is "A" for the northeast corner of the Project site, "B" for the westerly half of the site, and "C" for the remainder of the site per the San Bernardino County Hydrology Manual.

Impact Analysis

The following impact analysis addresses thresholds of significance pursuant to the latest 2021 CEQA handbook Appendix G thresholds for hydrology and water quality.

Impact 4.8-1: *Would the Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?*

Level of Significance: Less Than Significant Impact.

Specific Plan – Phase I/Future Development Areas

Construction

Construction in the Specific Plan – Phase I/Future Development Areas would generally consist of clearing, grading, excavation, and construction activities which could potentially impact water quality through soil erosion and increasing the amount of silt, debris, and pollutants carried in stormwater runoff. Examples of pollutants include the use of fuels, solvents, and paints. Furthermore, the refueling and parking of construction vehicles and other equipment on-site during construction may result in oil, grease, or related pollutant leaks and spills that may discharge into the storm drain system.

The Project is required to comply with the NPDES General Construction Permit (GCP) Water Quality Order 2009-0009-DWQ (as amended by Order No. 2010- 0014-DWQ and 2012-006-DWQ) per PPP HYD-2, which requires the preparation and implementation of a SWPPP and Erosion Sediment and Control Plan, prior to obtaining any grading or building permits. A SWPPP would identify site-specific construction BMPs to reduce or eliminate sediment, erosion, hazardous materials, and other pollutants that runoff from the Project site. The SWRCB requires that projects that disturb one or more acres of land must obtain coverage under the statewide GCP. The GCP also requires that prior to the start of construction activities, the project applicant must file PRDs with the SWRCB, which includes a NOI, risk assessment, site map, annual fee, signed certification statement, SWPPP, and post-construction water balance calculations (PPP HYD-1). Furthermore, the construction contractor would be required to maintain a copy of the SWPPP at the site and implement all construction BMPs identified in the SWPPP during construction activities. Prior to the issuance of a grading permit, the project applicant is required to provide proof of filing of the PRDs with the SWRCB, which include preparation of the SWPPP. Construction BMPs would include but not be limited to the following BMPs listed in *Table 4.8-2, Construction BMPs*.

Table 4.8-2: Construction BMPs

Category	Purpose	Examples
Erosion Controls and Wind Erosion Controls	<ul style="list-style-type: none"> • Use project scheduling and planning to reduce soil or vegetation disturbance (particularly during the rainy season) • Prevent or reduce erosion potential by diverting or controlling drainage • Prepare and stabilize disturbed soil areas 	Scheduling, preservation of existing vegetation, hydraulic mulch, hydroseeding, soil binders, straw mulch, geotextile and mats, wood mulching, earth dikes and drainage swales, velocity dissipation devices, slope drains, streambank stabilization, compost blankets, soil preparation/roughening, and non-vegetative stabilization
Sediment Controls	Filter out soil particles that have been detached and transported in water	Silt fence, sediment basin, sediment trap, check dam, fiber rolls, gravel bag berm, street sweeping and vacuuming, sandbag barrier, straw bale barrier, storm drain inlet protection, manufactured linear sediment controls, compost socks and berms, and biofilter bags
Wind Erosion Controls	Apply water or other dust palliatives to prevent or minimize dust nuisance	Dust control soil binders, chemical dust suppressants, covering stockpiles, permanent vegetation, mulching, watering, temporary gravel construction, synthetic covers, and minimization of disturbed area
Tracking Controls	Minimize the tracking of soil off-site by vehicles	Stabilized construction roadways and construction entrances/exits, and entrance/outlet tire wash
Non-Storm Water Management Controls	<ul style="list-style-type: none"> • Prohibit discharge of materials other than stormwater, such as discharges from the cleaning, maintenance, and fueling of vehicles and equipment • Conduct various construction operations, including paving, grinding, and concrete curing and finishing, in ways that minimize non-stormwater discharges and contamination of any such discharges 	Water conservation practices, temporary stream crossings, clear water diversions, illicit connection/discharge, potable and irrigation water management, and the proper management of the following operations: paving and grinding, dewatering, vehicle and equipment cleaning, fueling and maintenance, pile driving, concrete curing, concrete finishing, demolition adjacent to water, material over water, and temporary batch plants

Category	Purpose	Examples
Waste Management and Controls (i.e., good housekeeping practices)	Manage materials and wastes to avoid contamination of stormwater	Stockpile management, spill prevention and control, solid waste management, hazardous waste management, contaminated soil management, concrete waste management, sanitary/septic waste management, liquid waste management, and management of material delivery storage and use.
Source: CASQA 2012.		

Furthermore, the ESCP that shall be submitted would address any potential erosion issues associated with the proposed grading and site preparation activities. Overall, submittal of the PRD’s and implementation of the SWPPP and ESCP during the construction phase of both Specific Plan -Phase I/ Future Development Areas would ensure the minimization or elimination of any anticipated and expected pollutants of concern. Therefore, the Project would comply with all applicable water quality standards and waste discharge requirements resulting in a less than significant impact.

Operations

During the operational phase of the Project, runoff could include a variety of contaminants that could impact water quality such as oils, grease, fuel, antifreeze, byproducts of combustion (such as lead, cadmium, nickel, and other metals), as well as fertilizers, herbicides, pesticides, and other pollutants from landscaping maintenance. Therefore, an extensive drainage plan would be in place which includes on-site storm drains, culverts, catch basins and detention basins. The basins would be designed to lessen the flow of post-development runoff to pre-development conditions, and would be designed to treat runoff for pollutants, pursuant to SWRCB regulations.

According to the Santa Ana RWQCB MS4 permit, this Project would be classified as a Priority Development Project because it would create more than 10,000 square feet of impervious surfaces. Therefore, a preliminary WQMP has been created for this Project. The preliminary WQMP (*Appendix G2*) has incorporated combined LID treatment, source control BMPs, and treatment control BMPs. A final WQMP would be prepared pursuant to PPP HYD-3, as required by MS4 permitting to address BMP sizing and operations and maintenance. The Final WQMP would be submitted to the City prior to the start of construction.

The preliminary WQMP for the Project includes, but is not limited to, the following site design BMPs:

- Construct streets, sidewalks, and parking lot stalls to the minimum widths necessary.
- Install on-site biotreatment basins/trenches with underdrains where soil type is poorly draining.

Source control BMPs are designed to minimize the potential for pollutants to come into contact with stormwater, thereby limiting the potential for water quality impacts downstream. A variety of source control BMPs would be incorporated into the Project and implemented during its operation, including the following:

- Minimize non-stormwater site runoff through efficient irrigation system design and controllers.
- Minimize trash and debris in storm runoff in parking lots, and roadways through a regular sweeping program.

- Provide solid roofs over all trash enclosures.
- Provide site occupants with a copy of the project WQMP and stormwater BMPs.
- Provide site occupants and employees with education/training materials for operation and maintenance of the stormwater BMPs.
- Install stormwater placards/stenciled messages with a “No Dumping” message on all on-site/off-site storm drain inlets.

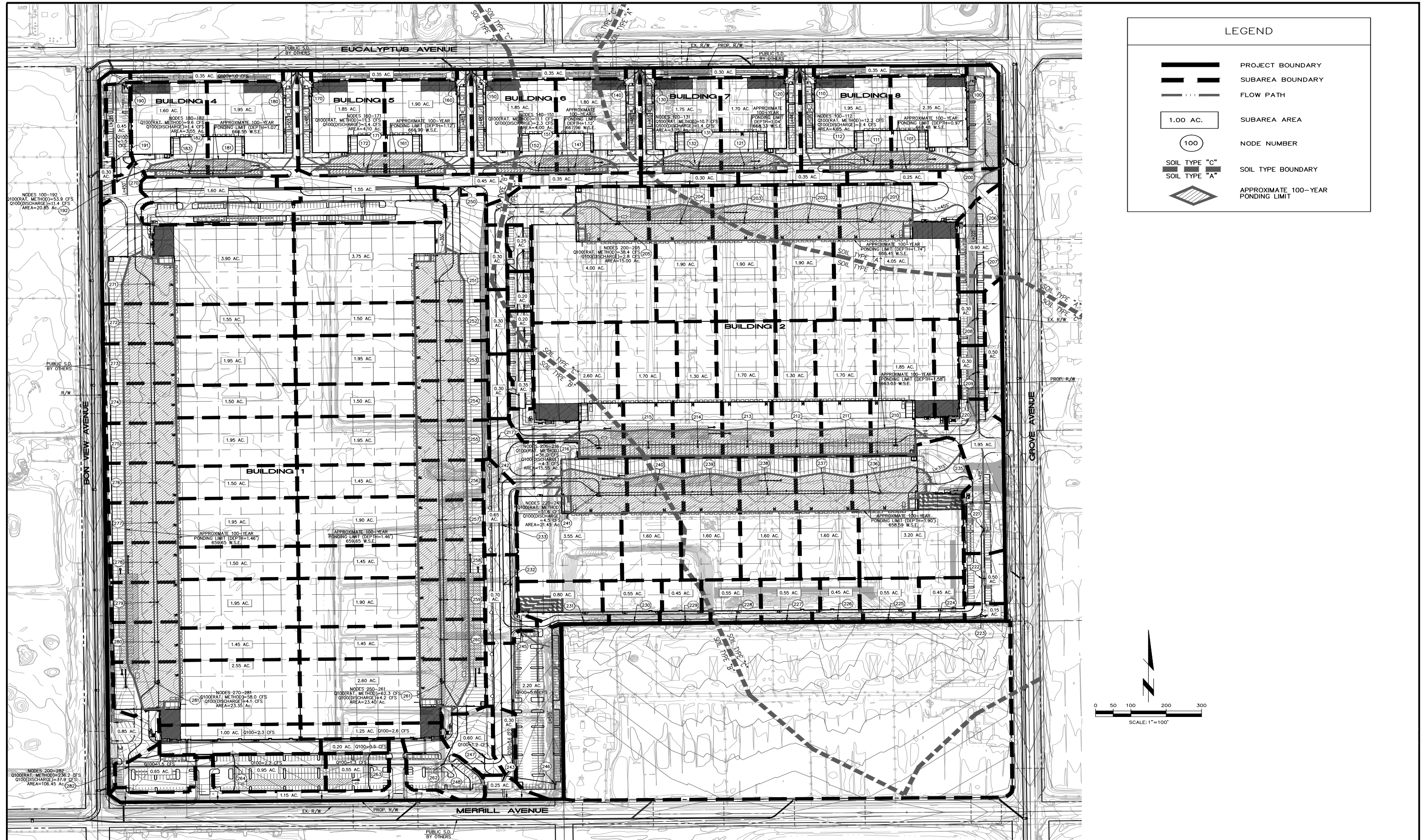
Treatment control BMPs are designed to control stormwater pollutants where it is not feasible to install on-site Site Design/LID BMPs, with the requisite capacity to treat the Design Capture Volume for identified Pollutants of Concern or where pretreatment of stormwater runoff is required, ahead of infiltration BMPs. The following treatment control BMP would be incorporated into the Project’s operational phase:

- Gravity Separator devices for pretreatment of sediment, trash/litter or oil and grease.¹⁵

Furthermore, the preliminary WQMP shows that the Project can treat the full design capture volume (DCV) on-site. The DCV would be captured and treated by the proposed Contech underground corrugated metal pipe (CMP) systems (CMP) and Maxwell Drywells. As discussed above, stormwater runoff would be captured via the proposed catch basins that convey the runoff into bio clean hydrodynamic separators (Debris Separating Baffle Boxes [DSBBs]). The DSBBs consist of settling chambers for separating out larger solids and a media filter cartridge for capturing fine total suspended solids that may contain metals, nutrients, and bacteria. Runoff is then detained in the CMP detention basins and the Maxwell Drywells for capture, pretreatment, and/or gradually release storm water into the downstream public storm drain systems. On-site storm water treatment would incorporate underground chambers installed within each building’s parking area. The proposed on-site storm drains would be sized during the Project’s final design phase to restrict site discharges such that there would be no negative impact on existing downstream drainage facilities. Each storm drain in Campus Avenue, Bon View Avenue, Grove Avenue, and Merrill Avenue would be equipped with a hydrodynamic separator, or series of hydrodynamic separators to satisfy the statewide trash mandate. Each device would be approved by and listed on the Certified Full Capture System List of Trash Treatment Control Devices of the SWRCB. Refer to *Figure 4.8-2, Proposed Hydrologic Conditions*, which displays the proposed BMPs throughout the Project site and conveyance flow paths.

As specified in the preliminary WQMP, the Hydrologic Conditions of Concern (HCOC) requirements are achieved by using the LID and hydromodification BMPs. The mitigation volume is approximately 434,211 cu-ft ($(0.95 * 1,017,027) - 531,965$). The total volume being retained is 687,210 cu-ft which is greater than the mitigation volume needed. As a result, the mitigation volume has been contained by the proposed BMPs. Thus, operational water quality impacts would be less than significant with the implementation of PPP HYD-3 and maintenance of the BMPs described above and as specified in the WQMP. Furthermore, the Project would comply with all state, county, and local regulations regarding stormwater runoff during construction and operational phases of the Project. Therefore, water quality standards and waste discharge requirements would not be exceeded, and surface water and groundwater quality would not be degraded. Impacts would be less than significant.

¹⁵ Note that the Project site will be pre-treated by the proposed DSBBs.



Source: South Ontario Logistics Center Specific Plan; Development Plan (2020), Proposed Condition Hydrology Map

Figure 4.8-2: Proposed Hydrologic Conditions
 South Ontario Logistics Center Specific Plan

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SB330 Replacement Site

Construction and Operations

The SB330 Replacement Site along Grove Corridor is characterized by agricultural and urban development consisting of single-family residential units, agricultural plots, and some commercial uses. The TOP EIR evaluated development of the SB330 Replacement Site. The Project proposes a slight increase in residential zoning capacity pursuant to SB330. However, the Project does not change the development area evaluated in the City's TOP EIR. In addition, the Project does not propose any specific development of the SB330 Replacement Site at this time.

Pursuant to TOP, any new development projects of over one acre would be required to conform to all applicable state, regional, and local guidelines, standards of approval, and permitting requirements, including the City's discretionary review process as to not violate water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality. Development of the SB330 Replacement Site was evaluated as part of the City's TOP EIR, and the proposed rezoning would have no additional significant impacts beyond that evaluated in the City's TOP EIR.

Conclusion

Construction and operations of Specific Plan – Phase I/Future Development Areas and SB330 Replacement Site would not violate water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality with implementation of PPP HYD-1 through HYD-3 and compliance with all applicable regulation and permitting.

Mitigation Measures

None are required.

Impact 4.8-2: Would the Project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Level of Significance: Less Than Significant Impact.

Specific Plan – Phase I/Future Development Areas

Construction and Operation

The Project site contains several active wells that feed into man-made ponds and channels. In compliance with the Chino Basin Water Master's Well Procedure for Developers, a well use/destruction plan and schedule for all existing private/agricultural wells shall be submitted to the City for approval prior to the issuance of permits for any construction activity. If a private well is actively used for water supply, the Developer shall submit a plan to abandon such well and connect users to the City's water system when available. Wells shall be destroyed/abandoned per the California Water Resource Guidelines and require permitting from County Health Department. Pursuant to PPP HYD-4, a copy of such permit and Form DWR 188 Well Completion Form shall be provided to the Development Engineering Department and the Utilities Engineering Department prior to issuance of grading and/or building permits. If the Developer

proposes temporary use of an existing agricultural well for purposes other than agriculture, such as grading, dust control, etc., the developer shall make a formal request to the City of Ontario for such use prior to issuance of permits for any construction activity. Upon approval, the Developer shall enter into an agreement with the City and pay any applicable fees as set forth by the agreement.¹⁶ Therefore, with PPP HDY-4 implemented, construction-related impacts are not anticipated.

As outlined in Draft EIR Section 3.0, Project Description, water service to the Project would be provided by the City, which currently receives approximately 70 to 80 percent of its groundwater supply from the Chino Basin in addition to imported, local, and recycled water provided from the Water Facilities Authority (WFA), Chino Basin Desalter Authority (CDA), and Inland Empire Utilities Agency (IEUA), respectively. The Chino Basin is one of the largest groundwater basins in southern California, with approximately 5 million acre-feet of water demand in storage and has an unused capacity to store approximately 1 million acre-feet of additional water. Thus, the basin has the capacity to store an additional amount of water similar to the storage capacity of Diamond Valley Lake. The availability of additional storage in the basin allows the City to take advantage of wet years by storing additional water for use in dry years. Ontario participates in the Dry Year Yield (DYY) program with IEUA and Metropolitan Water District (MWD). In addition, the City benefits from recharge of IEUA recycled water, in compliance with Title 22 water quality standards, which can be pumped or stored for future use.

A Water Supply Assessment (WSA) has been prepared (*Appendix J1*) and is discussed in Draft EIR *Section 4.15, Utilities and Service Systems*. The WSA demonstrates that the Project's projected water demands are generally consistent with those assumed in the City's Urban Water Management Plan. Therefore, due to the availability of water supplies, payment of fees, and ability for the City to meet the Project's water demand, the Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin.

SB330 Replacement Site

Construction and Operations

Rezoning of the SB330 Replacement Site for residential uses would result in a net decrease for potable water demand and a very slight increase in total water demand (potable plus recycled) compared to the water demand due to replacing low-medium density residential zoning with medium density residential zoning. Refer to *Section 4.15, Utilities and Service Systems* for additional discussion. Since the rezoning of the SB330 Replacement Site would result in a net decrease of potable water demand and slight increase in total water demand, future development on the SB330 Replacement Site would be adequately served by the City without substantially decreasing groundwater supplies. Similarly, if wells are located within the SB330 Replacement Site, future projects are subject to the Chino Basin Water Master's Well Procedure for Developers and PPP HYD-4 shall be implemented. Since future development on the SB330 Replacement Site would not substantially decrease groundwater or interfere substantially with

¹⁶ South Ontario Logistics Center Specific Plan. (2021). *Chapter 2: Existing Conditions*. Accessed April 22, 2020.

groundwater recharge and comply with all applicable regulations and guidelines with PPP HYD-4 implemented, impacts would be less than significant.

Conclusion

Construction and operations of Specific Plan – Phase I/Future Development Areas and SB330 Replacement Site would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge that would impede sustainable groundwater management of the Chino Basin due to availability of water supplies, payment of fees, and ability for the City to meet the Project’s water demand in addition to implementation of PPP HYD-4. Impacts would be less than significant.

Mitigation Measures

None are required.

Impact 4.8-3: *Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:*

- i) Result in substantial erosion or siltation on- or off-site.*
- ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site.*
- iii) 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.*
- iv) Impede or redirect flood flows.*

Level of Significance: Less Than Significant Impact.

Specific Plan – Phase I/Future Development Areas

Construction and Operations

Construction of the Project would alter the existing drainage pattern of the site, but not in a manner that would result in substantial erosion or siltation. The Project would include the use of an Erosion Control Plan and methods that reduce overall erosion during construction and operation, such as preserving vegetation, soil binders, mulching, soil roughening, and stabilization. Furthermore, this Project will be conditioned to contribute funding to the construction of the Master Planned Euclid Avenue storm drain. The Project area storm drain improvements, shown in *Figure 3-15, Storm Drain Plan*, are consistent with the facilities specified in Drainage Area XIV of the City Planned Drainage Facilities (refer to *Figure 3-16, City of Ontario Planned Drainage Facilities*).

Drainage Area XIV consists of an area approximately 2.8 square miles along the westerly boundary of Ontario Ranch-West. The area is generally bounded by Riverside Drive to the north, Euclid Avenue to the west, Merrill Avenue to the south, and Bon View Avenue to the east. There are no improved drainage facilities other than graded earthen ditches since the majority of the area is currently being used for

agriculture. Drainage Area XIV drains to the City of Chino. It discharges to the existing Airport Channel at the intersection of Euclid Avenue and Merrill Avenue. The Airport Channel is an interim facility that runs south along the east side of Euclid Avenue to the Prado Flood Control Basin. The City of Chino's future master-planned storm drain, the Euclid Avenue Storm Drain (Line "1" per City of Chino's Master Plan of Drainage for Subarea 2), would need to be re-evaluated by the City of Chino, to accommodate updated flow rates projected to be discharged from Drainage Area XIV, within the Ontario Ranch area, per this study. In 2003, the Master Plan of Drainage was revised (Revision No. 2) to include Subarea 2 "The Preserve," which identified capacity expansion due to the addition of 8.5 square miles in the southeast area of the City of Chino. The Preserve is encompassed by the City (Ontario Ranch area) to the north, Riverside County to the south and east, and Euclid Avenue to the west. Drainage Basin Areas were added and redefined from the Chino Airport Master Plan and the City's New Model Colony (Ontario Ranch) Drainage Master Plan. In 2004 and 2007, two unofficial amendments were prepared to update Revision No. 2, which identified revisions necessary for the Drainage Basins B, D, and J, and Drainage Basin G respectively for the ultimate build-out of The Preserve area.¹⁷ On-site drain improvements for the Project would include storm water detention/retention/water quality basins, which would capture, treat, and/or gradually release storm water into the downstream public storm drain systems. On-site storm water treatment would incorporate underground chambers installed within each building's parking area. Each storm drain in Campus Avenue, Bon View Avenue and Merrill Avenue will be equipped with a hydrodynamic separator, or series of hydrodynamic separators to satisfy the statewide trash mandate. Each device will be approved by and listed on the Certified Full Capture System List of Trash Treatment Control Devices of the SWRCB. Refer to Impact 4.8-1 above for discussion regarding the Project's NDPES permitting process. As previously discussed above, the Project's proposed hydrology would include an on-site internal storm drain system that discharges via catch basins to underground detention chambers and Maxwell Drywells scattered throughout each on-site truck yard near Building 1 West, Building 1 East, Building 2 North, Building 2 south, and Buildings 3 through 8. The treated water would be discharged from the proposed on-site storm drain system into the City's proposed 102-inch RCP master plan storm drain on Bon View Avenue.

There are currently no improved drainage facilities aside from a few on-site detention areas located in the central and southerly portions of the site. Thus, the Project would include storm drain improvements consistent with the facilities specified in Drainage Area XIV of the City of Ontario Planned Drainage Facilities.

Catch basins located throughout the site would collect runoff. On-site storm drain systems would convey runoff to the following facilities:

- 120-inch storm drain in Grove Avenue leading south to existing facilities via modification of an existing channel.
- 102-inch RCP in Bon View Avenue.

¹⁷ City of Chino. Master Plan of Drainage Background. (2018). Retrieved from: https://www.cityofchino.org/city_hall/departments/community_development/engineering/master_plan_of_drainage. Accessed September 2021.

- 60-inch RCP in Merrill Avenue adjacent to the Specific Plan area, which will transition to a 120-inch RCP running west to a RCB at Euclid Avenue.
- 54-inch storm drain in Campus Avenue which connects to the future storm drain in Merrill Avenue.
- 10-foot by 10-foot storm drain in Euclid Avenue connecting to the Prado flood control basin.

Since the existing storm drain infrastructure does not have the capacity to accept stormwater flows in excess of the 100-year storm, the Project proposes an additional detention system at the site. Runoffs tributary to on-site truck yards would be sufficiently detained in a way that the overall proposed condition 100-year discharge from the site to the existing dirt channel in Euclid Avenue would be significantly below the existing 100-year discharge conditions. Runoffs from the parking lot west of Building 3 (1.5 cfs over 0.45 acres), the frontage landscape north of Building 4 (1.0 cfs over 0.35 acres), and parking lots south of Building 1 (18.0 cfs over 7.70 acres), would be allowed to discharge undetained (see *Appendix C of Appendix G1, Hydrology Calculation Report*). Note that the proposed on-site storm drains would be sized during the Project's final design phase to restrict site discharge such that there would be no negative impact on existing downstream drainage facilities.

With implementation of the proposed BMPs and existing on-site detention, the total proposed 100-year condition discharge from the Project site to the existing dirt channel in Euclid Avenue, via proposed on-site storm drains and proposed master plan storm drains in Bon View Avenue and Merrill Avenue, would be approximately 49.3 cfs. This is significantly less than the existing 100-year condition discharge of 141 cfs from the site to Merrill Avenue.

With the implementation of the PPP HYD-1 through HYD-3 which includes SWPPP, Erosion Control Plans, BMPs and storm plan Project features, the Project would not substantially increase the rate or amount of erosion/siltation and surface runoff in a manner that would result in on- or off-site flooding. Additionally, site design LID features and on-site detention facilities would ensure that stormwater runoff does not exceed the capacity of the storm drain system. The calculated stormwater runoff volume for the 100-year storm under post-development conditions would be less than the amount of stormwater runoff for the 100-year storm under existing conditions (refer to Impact 4.8-1 for more information regarding proposed BMPs). Therefore, this impact would be less than significant.

SB330 Replacement Site

Construction and Operations

The City's TOP EIR evaluated development of the SB330 Replacement Site. Similar to Impact 4.8-1, any future development conducted on the SB330 Replacement Site would be subject to all applicable state, regional, and local regulatory compliance, including the City's discretionary review process. Development of the SB330 Replacement Site was evaluated as part of the City's TOP EIR, and the proposed rezoning would have no additional significant impacts beyond that evaluated in the City's TOP EIR with implementation of regulatory requirements and standard conditions of approvals.

Conclusion

With implementation of PPP HYD-1 through HYD-3 which includes SWPPP, Erosion Control Plans, BMPs and storm plan Project features, construction and operations of Specific Plan – Phase I/Future Development Areas and SB330 Replacement Site would not result in substantial erosion or siltation on- or off-site, substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site, 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, or impede or redirect flood flows.

Mitigation Measures

None are required.

Impact 4.8-4: *Would the Project in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?*

Level of Significance: No Impact

Specific Plan – Phase I/Future Development Areas

Construction and Operations

As discussed above, the Project site is within FEMA Flood Zones X and D, per FEMA FIRM Map No. 06071C9335H dated August 28, 2008. Zone D is an area where there are possible but undetermined flood hazards, as no analysis of flood hazards has been conducted. Zone X is an area determined to be outside the 0.2 percent annual chance floodplain. There are no large water bodies, including rivers or streams that would cause flooding on the Project site.

The Project site, however, is within the dam failure inundation zone for the San Antonio Dam. The San Antonio dam is under USACE's jurisdiction and operates as a flood control and debris dam for the San Antonio River. California dams are monitored and inspected annually by the California Division of Safety of Dams (DSOD). Dam owners are required to maintain Emergency Action Plans (EAPs) that contain procedures for damage assessment and emergency warnings. An EAP also identifies potential emergency conditions at a dam and specifies preplanned actions to help minimize property damage and loss of life should those conditions occur. Dam owners are also instructed by the EAP to issue early warning and notification messages to downstream emergency management authorities.

The City has never been impacted by a major dam failure and the dam has a very low probability of dam failure. According to the latest dam inundation map dated February 1986, the arrival time of the first flood wave would be between 8 and 10 hours after the catastrophic failure of the dam and the depth of water is estimated to be approximately two feet. This would allow for a significant time for implementing evacuation procedures, as specified in the City's 2018 Hazard Mitigation Plan. In addition, the Project's proposed BMPs and LID measures would result in the treatment and biofiltration of any floodwaters that enter the site, thus preventing significant pollutants from entering the regional storm drain system.

The Project site is not located near any water storage tanks or reservoirs that would result in a seiche during seismic activity. Furthermore, the Project site is inland and approximately 31.1 miles from the Pacific Ocean and therefore is not at risk of flooding due to tsunamis. Release of pollutants due to inundation would not occur. Overall, no impact would occur.

SB330 Replacement Site

Construction and Operations

Refer to discussion above. The SB330 Replacement Site is within FEMA Flood Zones X and D, per the FEMA FIRM Map No. 06071C9335H, dated August 28, 2008, and FEMA FIRM Map 06071C8620H, dated August 28, 2008. Similarly, there are no large water bodies, including rivers or streams that would cause flooding on the SB330 Replacement Site. The SB330 Replacement Site is also subject to the City's emergency evacuation procedures in case of dam failure. Furthermore, any future development within the SB330 Replacement Site area would follow the City's standard discretionary review process and require compliance with existing regulations including those cited above. BMPs and LID measures would treat any floodwaters entering the SB330 Replacement site. Since future development would adhere to established regulatory framework, and with implementation of BMPs and LID measures, impacts would be less than significant.

Conclusion

The Specific Plan – Phase I/Future Development Areas and SB330 Replacement Site are not located near large water bodies, including rivers or streams that would result in impacts from flooding, seiches, or from tsunamis. Pollutants shall be captured and treated before entering the City's master storm water system. A less than significant impact would occur.

Mitigation Measures

None are required.

Impact 4.8-5: Would the Project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Level of Significance: Less than Significant Impact

Specific Plan – Phase I/Future Development Areas

Construction and Operations

As discussed throughout the impact analyses of this section, the Project would adhere to all applicable state, regional, and local regulatory framework which would ensure that surface and groundwater quality are not adversely impacted during construction. In addition, implementation of the LID and BMP measures at the site, including hydrodynamic separators, underground detention, and Maxwell drywells would ensure that water quality is not impacted during the operational phase of the Project. As a result, the Project would not obstruct or conflict with the implementation of the Santa Ana River Basin Water Quality Control Plan (refer to Impact 4.8-1). On-site groundwater wells would be abandoned per the

California DWR Standards and would require a permit from the San Bernardino DEHS and completion of a DWR 188 Well Completion Form (refer to Impact 4.8-2).

Upon development, the Project site would be connected to the City's public water supply and there would be no on-site wells for use of groundwater. The City manages both the potable and non-potable supplies to ensure withdrawals from the Chino Groundwater Basin do not exceed the safe yield for the Basin, as per the Chino Basin Watermaster's Optimum Basin Management Program (OBMP). The Chino Basin is listed as "very low" priority pursuant to the Sustainable Groundwater Management Act (SGMA), and therefore is not operating under a Groundwater Sustainability Plan (GSP) pursuant to SGMA. However, the Chino Basin is an adjudicated basin operating under the OBMP noted above (refer to *Section 4.15, Utilities and Service Systems* for more information regarding potable water).¹⁸ The Project would not obstruct or conflict with the OBMP. With adherence to all applicable regulative framework, and implementation of PPP HYD-1 through HYD-4, impacts would be less than significant.

SB330 Replacement Site

Construction and Operations

As discussed above for the Specific Plan site, rezoning of the SB330 Replacement Site would not significantly impact any water quality control plan or groundwater management plan. The Project would result in a slight increase in density for the SB330 Replacement Site area, but the land uses would be similar to that which is already allowable. Any future development would be required to comply with applicable local, state and federal requirements related to water quality and groundwater management. Since future development would adhere to established regulatory framework, impacts would be less than significant.

Conclusion

Implementation of the Project and future development on the SB330 Replacement Site per the TOP would not obstruct or conflict with the implementation of a water quality control plan or sustainable groundwater management plan. Compliance with all applicable regulatory framework and implementation of standards of approval governing water quality and groundwater would ensure that any water quality control plan or sustainable management plan cited above would not be obstructed by the Project and any future development on the SBB 330 Replacement Site. Impacts would be reduced to less than significant levels.

Mitigation Measures

None are required.

¹⁸ <https://water.ca.gov/Programs/Groundwater-Management/Basin-Prioritization> (accessed May 3, 2021).

4.8.6 Cumulative Impacts

Hydrology and Drainage

Cumulative projects within the Chino Creek Watershed would increase impervious areas and increase stormwater runoff rates. However, all projects within the watershed would be required to comply with all regulative framework and prepare and implement WQMPs that include provisions for the capture and infiltration of runoff or the temporary detention of stormwater runoff in HCOC areas so that post-development runoff discharges do not exceed pre-development runoff rates, in accordance with the NPDES MS4 permit. Thus, no significant cumulative drainage impacts would occur, and Project drainage impacts would not be cumulatively considerable.

Water Quality

Cumulative projects have the ability to generate pollutants during project construction and operation. All construction projects that disturb one acre or more of land would be required to prepare and implement SWPPPs in order to obtain coverage under the statewide GCP. All projects within the watershed would also be required to prepare and implement WQMPs specifying BMPs, including LID measures, that would be applied during project design and project operation to minimize water pollution from project operation. Furthermore, all future development would be required to comply with applicable local, state and federal requirements, as part of the City's discretionary review process. This includes compliance with the City's municipal code, which specifically addresses water quality (Municipal Code Article 5, Construction Requirements). Thus, no significant cumulative water quality impacts would occur, and project water quality impacts would not be cumulatively considerable.

4.8.7 Significant Unavoidable Impacts

Upon implementation of regulatory requirements and MMs PPP HYD-1 through PPP HYD-4, there are no significant unavoidable impacts.

4.8.8 References

- City of Ontario. (2012). *Ontario Master Plan of Drainage*. Accessed April 21, 2021. Available at: https://www.ontarioca.gov/sites/default/files/master_plan_of_drainage_city_of_ontario.pdf
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Thienes Engineering. (2020). *Preliminary Hydrology Calculations*. Accessed April 21, 2021. Refer to Appendix G1

Thienes Engineering. (2020). *Preliminary Water Quality Management Plan*. Accessed April 21, 2021. Refer to Appendix G2

4.9 LAND USE AND PLANNING

This section of the Draft Environmental Impact Report (Draft EIR) evaluates potential impacts to land use in the City of Ontario (City) from implementation of the proposed South Ontario Logistics Center Specific Plan Project (Project). The analysis in this section is based on the proposed land use designations described in Chapter 3, Development Plan, and Chapter 4, Land Use and Development Standards, of the South Ontario Logistics Center Specific Plan (Specific Plan). The Project, including the Specific Plan, has been evaluated for its consistency with relevant goals and policies in The Ontario Plan (TOP) and the Southern California Association of Governments' (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

Potential land use impacts of the Project analyzed in this section of the Draft EIR include those that could result in land use incompatibilities, division of neighborhoods or communities, or interference with other land use plans. Pursuant to Senate Bill (SB) 330, the Project site would be rezoning dwelling units placed north along Grove Avenue; also known as the SB330 Replacement Site. No development is proposed for the SB330 Replacement Site at this time. Where applicable, mitigation measures are proposed to ensure the application of actions which would minimize or remove land use impacts that are identified as significant.

4.9.1 Environmental Setting

Onsite Uses

Project Site/Future Development Areas

The Project site consists of approximately 219.39 acres in the southwest portion of the City. The site is bounded by Eucalyptus Avenue to the north; Campus Avenue to the west; Merrill Avenue to the south; and Grove Avenue to the east. The Project site is currently occupied by agricultural uses, including a dairy farm and row crops, and vacant land. There are several residential structures located throughout the Project site. The Project also includes dairy barns, a storage structure, feed storage barns, and numerous livestock corrals. There are large existing retention ponds that collect agricultural waste. There are three potable water wells located throughout the Project site and two above ground fuel storage tanks along with various mechanical systems for dairy production practices. The remainder of the Project site is used as irrigated cropland with berms located along the site perimeter.

SB330 Replacement Site

The SB330 Replacement Site is located approximately 0.3 miles north of the Project site and is generally bound by Cucamonga Avenue to the west, East Riverside Drive to the north, Comet Avenue to the east, and Edison Avenue to the south. Existing land uses surrounding the approximate 473-acre SB330 Replacement Site boundary include agricultural uses, nurseries, truck/trailer storage, and single-family residential.

Surrounding Uses

Project Site/Future Development Areas

Land uses surrounding the Project site include dairy farms, agricultural land and commercial property associated with the Chino Airport. Surrounding land uses and designations are described below and shown on *Figure 4.9-1, Surrounding Land Use Map*.

- **North:** Eucalyptus Avenue and agricultural uses with a general plan land use designation of Medium Density Residential (11.1 - 25 du/ac). Areas to the north are zoned Specific Plan with Agricultural (AG) Overlay.
- **East:** Grove Avenue and agricultural uses with a general plan land use designation of General Commercial (0.4 FAR) and Business Park (0.6 FAR). Areas to the east are zoned Specific Plan with Agricultural (AG) Overlay.
- **South:** Merrill Avenue and commercial and public uses associated with the Chino Airport, within the City of Chino. The City of Chino General Plan Map designates the land south of the Project site as P – Public.¹ The area to the south is zoned AD – Airport Development with an Airport Overlay District.²
- **West:** Campus Avenue and agricultural uses with a general plan land use designation of Low-Medium Density Residential (5.1 - 11 du / ac) and Business Park (0.6 FAR). Areas to the west are zoned Specific Plan with Agricultural (AG) Overlay.

SB330 Replacement Site

Land uses surrounding the SB330 Replacement Site include dairy farms, agricultural land, single-family residential, truck/trailer storage, and institutional uses.

- **North:** E. Riverside Drive and single-family residential uses with a general plan land use designation of Low Density Residential (2.1 - 5 du / ac). Areas to the north are zoned RE-4, Residential Estate and LDR-5, Low Density Residential.
- **East:** Comet Avenue, agricultural uses, and truck/trailer storage with general plan land use designations of Low Density Residential (2.1 - 5 du / ac) and Medium Density Residential (11.1 - 25 du / ac). Areas to the east are zoned Specific Plan with Agricultural (AG) Overlay.
- **South:** Agricultural uses with general plan land use designations of Open Space – Parkland and Medium Density Residential (11.1 - 25 du / ac). Areas to the south are zoned Specific Plan with Agricultural (AG) Overlay.
- **West:** Cucamonga Avenue, agricultural uses, truck/trailer storage and institutional uses with general plan land use designations of Low Density Residential (2.1 - 5 du / ac) and Medium Density Residential (11.1 - 25 du / ac). Areas to the west are zoned Specific Plan with Agricultural (AG) Overlay.

¹ City of Chino. Rev. 2020. *City of Chino General Plan Map*. https://www.cityofchino.org/UserFiles/Servers/Server_10382578/File/City%20Hall/Departments/Community%20Development/Chino%20General%20Plan%20Map%20-%20Revised%20February%202013,%202020.pdf (accessed February 2021).

² City of Chino. Rev. 2020. *City of Chino Zoning Map*. https://www.cityofchino.org/UserFiles/Servers/Server_10382578/File/City%20Hall/Departments/Community%20Development/Chino%20Zoning%20Map%20-%20Revised%20February%202014,%202020.pdf (accessed February 2021).



Surrounding Land Uses



Source: South Ontario Center Specific Plan (2021), Figure 2.1, Existing Surrounding Land Uses



Not to Scale

Figure 4.9-1: Surrounding Land Use Map
 South Ontario Logistics Center Specific Plan

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Existing General Plan Land Use Designations and Zoning Classifications

In 2010, the City adopted TOP, which serves as the City’s long-term vision and a principle-based Policy Plan, which functions as the City’s General Plan. The TOP land use designations and zoning classifications for the Project site are shown below in *Table 4.9-1, Existing General Plan Land Use Designations and Zoning Classifications* and on *Figure 4.9-2, Existing Land Use and Zoning – Project Site* and *Figure 4.9-3, Proposed Land Use Plan*.

Table 4.9-1: Existing General Plan Land Use Designations and Zoning Classifications

Location	General Plan Land Use Designation	Zoning Classification
Project Site	Low-Medium Density Residential (5.1 - 11 du / ac) Business Park (0.6 FAR) Chino Airport Overlay	SP, Specific Plan AG, Agricultural Overlay
SB330 Replacement Site	Open Space - Non-Recreation Low Density Residential (2.1 - 5 du / ac) Low-Medium Density Residential (5.1 - 11 du / ac) Medium Density Residential (11.1 - 25 du / ac) Neighborhood Commercial (0.4 FAR) General Commercial (0.4 FAR)	SP, Specific Plan AG, Agricultural Overlay

Sources: City of Ontario. Rev. 2020. *Exhibit LU-01 Land Use Plan*. https://www.ontarioplan.org/wp-content/uploads/sites/4/2020/12/TOPLUP_Map24x3610_6_20201221.pdf (accessed February 2021) and City of Ontario. Rev. 2018. *Zoning Map*. [https://www.ontarioca.gov/sites/default/files/Ontario-Files/Planning/zoning\(c\)36x48_10_3_1_03292019.pdf](https://www.ontarioca.gov/sites/default/files/Ontario-Files/Planning/zoning(c)36x48_10_3_1_03292019.pdf) (accessed February 2021).

The Project site and SB330 Replacement Site are within the Ontario Airport³ and Chino Airport Influence Areas.⁴

4.9.2 Regulatory Setting

State

Housing Crisis Act of 2019 (Senate Bill 330)

The California Housing Crisis Act (SB330) was enacted by Governor Newsom in 2019 as a means to combat the State’s growing housing crisis. The goal of this new legislation is to increase California’s affordable housing stock by 3.5 million new units by 2025. In an effort to streamline residential development, a new preliminary application process is proposed which includes basic information regarding a project such as:

- site characteristics,
- the planned project,
- certain environmental concerns,
- facts related to any potential density bonus,
- certain coastal zone-specific concerns,

³ LA/Ontario International Airport. 2010. *Map 2-1 Compatibility Policy Map: Airport Influence Area*. <https://www.ontarioplan.org/wp-content/uploads/sites/4/2015/05/policy-map-2-1.pdf> (accessed February 2021).

⁴ Riverside County ALUC. 2008. *Map CH-1 Compatibility Map: Chino Airport*. <http://www.rcaluc.org/Portals/13/PDFGeneral/plan/newplan/09-%20Vol.%201%20Chino.pdf> (accessed February 2021).

- the number of units to be demolished, and
- the location of recorded public easements.

SB330 further streamlines housing development by reducing the amount of hearings necessary (e.g., workshops, planning commission meetings, city council meetings, subcommittee meetings) to five or less. A shortened approval time of 90 days instead of 120 days from the time of certification for an EIR is included in the bill to also streamline development processes.

Relative to the SOLC Specific Plan Project, SB330 requires that, in order to rezone residential land for a non-residential project (or otherwise reduce the residential development potential of a site), a City or County must concurrently rezone other lands in the City to achieve “no net loss” of residential zoning capacity. The SOLC Specific Plan site includes approximately 158.89 acres of Low Medium Density Residential land, at an assumed average density of 12 DU/acre which equates to a residential zoning potential of approximately 1,352 dwelling units.

Regional

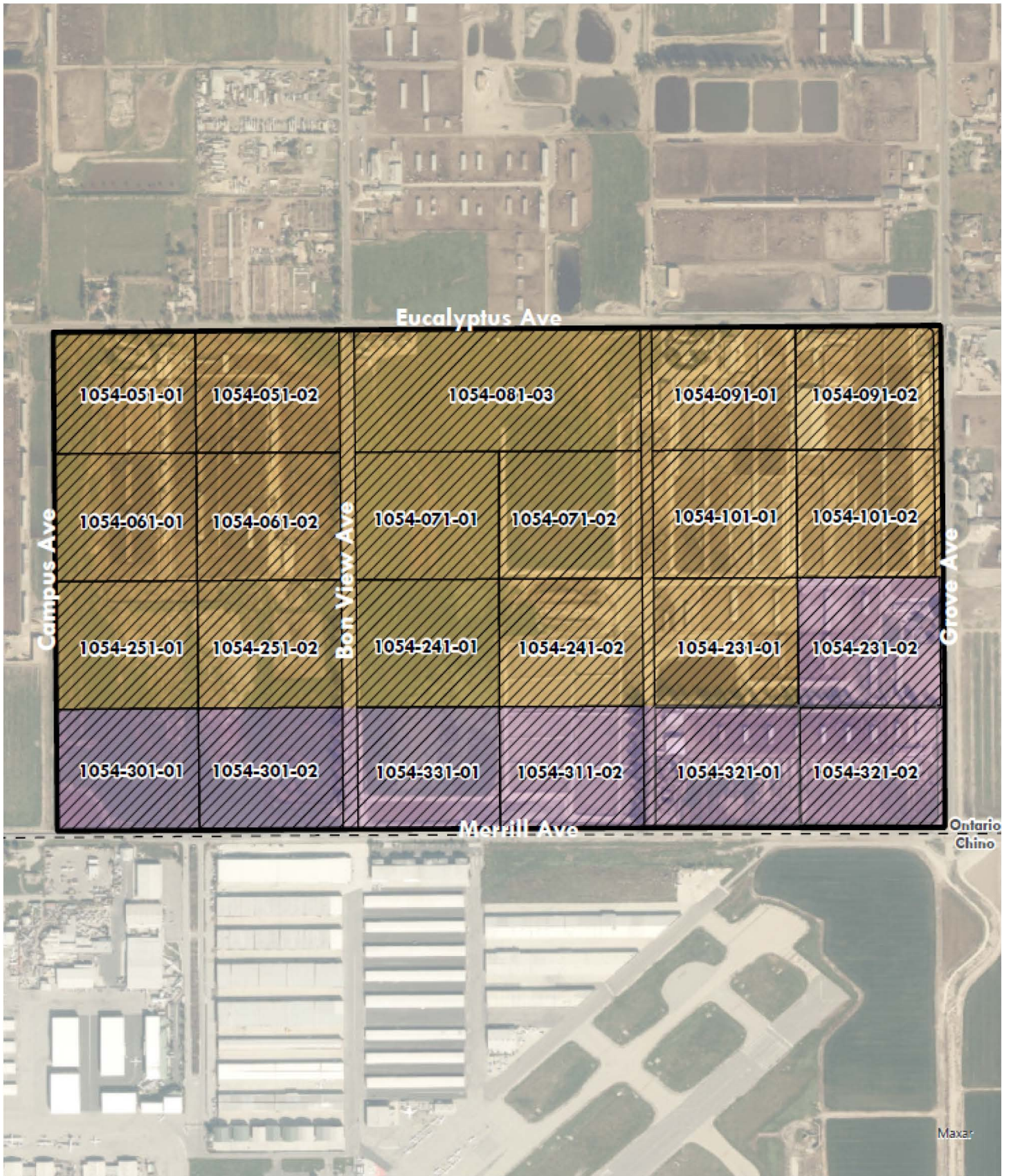
Southern California Association of Governments

SCAG is a regional council of governments representing Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties, which encompass over 38,000 square miles. SCAG is the federally recognized metropolitan planning organization (MPO) for this region and a forum for addressing regional issues concerning transportation, the economy, community development, and the environment. SCAG is also the regional clearinghouse for projects requiring environmental documentation under federal and state law. In this role, SCAG reviews proposed development and infrastructure projects to analyze their impacts on regional planning programs. As the southern California region’s MPO, SCAG cooperates with the South Coast Air Quality Management District, the California Department of Transportation, and other agencies in preparing regional planning documents. SCAG has developed regional plans to achieve specific regional objectives, as discussed below.

The Specific Plan is considered a project of “regionwide significance” pursuant to the criteria in SCAG’s *Intergovernmental Review Procedures Handbook* (November 1995) and §15206 of the State CEQA Guidelines. Therefore, this section addresses the Project’s consistency with the applicable SCAG regional planning guidelines and policies.

Regional Transportation Plan/Sustainable Communities Strategy

In September 2020, SCAG adopted the 2020–2045 RTP/SCS, a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. The 2020-2045 RTP/SCS includes a strong commitment to reduce emissions from transportation sources to comply with SB 375, improve public health, and meet the National Ambient Air Quality Standards. This long-range plan, required by the state of California and the federal government, is updated by SCAG every four years as demographic, economic, and policy circumstances change. The RTP/SCS is a living, evolving blueprint for the region’s future. The City is a member jurisdiction of the San Bernardino Council of Governments (SBCOG), and a participating agency in SCAG’s 2020-2045 RTP/SCS.



Source: South Ontario Center Specific Plan (2021), Figure 2.3, Existing TOP Land Use and Zoning



Figure 4.9-2: Existing Land Use and Zoning - Project Site
 South Ontario Logistics Center Specific Plan

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TOP Land Use Designation

- Business Park
- Industrial General

Project Site



Not to Scale

Source: South Ontario Logistics Center Specific Plan (2021), Figure 3.1b, Proposed Specific Plan Land Use Plan

Figure 4.9-3: Proposed Land Use Plan
 South Ontario Logistics Center Specific Plan

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Ontario International Airport Land Use Compatibility Plan

The Project site is within the Ontario Airport Influence Area. The Ontario International Airport Land Use Compatibility Plan (ALUCP) was adopted on April 19, 2011 by the Ontario City Council to promote compatibility with surrounding land uses. The ALUCP provides guidance to local jurisdictions that may be affected by Ontario International Airport and the objective of the Plan is to avoid future compatibility conflicts.

Chino Airport Land Use Compatibility Plan

The Project site is within the Chino Airport Influence Area. The Chino Airport is located just south of the Project site across Merrill Avenue. The City of Ontario is currently preparing an Airport Land Use Compatibility Plan for Chino Airport which relies on the California Airport Land Use Planning Handbook published by Caltrans Division of Aeronautics, that is expected to be adopted in 2022. The Chino Airport Land Use Compatibility will establish policies and criteria for the four types of compatibility impacts which include safety, noise, airspace protection, and overflight. Projects within the Specific Plan boundary shall be required to be consistent with the policies and criteria of the Airport Land Use Compatibility Plans for Ontario International Airport and Chino Airport. The purpose of the ALUCP is to promote peaceful and safe coexistence with the airport’s surrounding communities and to identify areas that would be influenced by future airport operations. The ALUCP is intended to:

- Provide for the orderly development of the public use airport and the area surrounding to promote the overall goals and objectives of the California airport noise and to prevent the creation of new noise and safety problems;
- Protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public’s exposure to excessive noise and safety hazards within areas surrounding the airport.

Local

The Ontario Plan

The City adopted TOP on January 27, 2010. TOP is the community’s blueprint for future development through 2035. The Project site is made of 23 parcels total –7 are designated as Business Park and 16 as Low-Medium Density Residential (see *Figure 4.9-2, Existing Land Use and Zoning Classifications*). The existing land use designations and descriptions are provided in *Table 4.9-2, Existing TOP Land Use Designations*.

Table 4.9-2: Existing TOP Land Use Designations

Land Use	Dwelling Units per Acre or Floor Area Ratio	Description of Land Use Designation
Business Park	0.6 FAR	Employee-intensive office uses including corporate offices, technology centers, research and development, “clean” industry, light manufacturing, and supporting retail.
Low-Medium Density Residential	5.1 - 11 du / ac	Single/multi-family attached and detached residences, including small lot subdivisions, townhouses, and courtyard homes.
<small>Source: City of Ontario. Rev 2017. LU-02 Land Use Designations Summary Table. https://www.ontarioplan.org/wp-content/uploads/sites/4/2020/11/LU-02-Land-Use-design-table_032017.pdf (accessed February 2021).</small>		

City of Ontario Development Code

The City of Ontario Development Code is designed to promote and protect the public health, safety, and general welfare in the community. Development Code Chapter 5, Zoning and Land Use establishes zoning designations and development standards to regulate orderly development. The Project site is zoned as Specific Plan (SP) District with an Agriculture (AG) Overlay. The SP zoning district was established to accommodate the adoption of Specific Plans pursuant to the Development Code and consistent with all land use designations of the Policy Plan component of the TOP. The AG Overlay District is established to accommodate the continuation of agricultural uses within the City until it is developed as per the Policy Plan component of the TOP and the underlying zoning district. The intent of the AG Overlay District is to permit continued agricultural use of properties or to establish general agricultural uses appropriate for areas of concentrated agricultural uses.

4.9.3 Thresholds of Significance

According to Appendix G of the *State CEQA Guidelines*, a project would normally have significant effect on the environment if the Project would:

- 1) Physically divide an established community.
- 2) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

4.9.4 Project Impacts and Mitigation

Methodology

This analysis analyzes the Project's consistency with regional and local plans, policies, and regulations for the purposes of avoiding or mitigating an environmental effect. Specifically, the Project was analyzed with respect to the applicable regional planning guidelines and strategies of SCAG's RTP/SCS and TOP.

Approach to Analysis

This analysis of impacts on land use and planning components examines the Project's temporary (i.e., construction) and permanent (i.e., operational) effects based on application of the significance criteria/thresholds outlined above. Each criterion is discussed in the context of the Specific Plan Phases 1 and 2 and the SB330 Replacement Site and the surrounding characteristics/geography. The impact conclusions consider the potential for changes in environmental conditions, as well as compliance with the regulatory framework enacted to protect the environment.

The baseline conditions and impact analyses are based on review of Project maps and drawings; analysis of aerial and ground-level photographs; and review of various data available in public records, including local planning documents. The determination that a Project component will or will not result in "substantial" adverse effects on land use and planning standards considers the available policies and regulations established by local and regional agencies and the amount of deviation from these policies in the Project's components.

Impact Analysis

Impact 4.9-1: *Would the Project physically divide an established community?*

Level of Significance: No Impact

Specific Plan – Phase I/Future Development Areas

Construction and Operations

Examples of projects that could physically divide an established community include a new freeway or highway that traverse an established neighborhood. The Project proposes business park and industrial uses on approximately 219.39 acres. The Project would replace the existing agricultural uses and does not propose any new streets or other physical barriers, which could physically divide an established community. Given its nature and scope, the Project would not physically divide an established community. Therefore, no impact would occur.

SB330 Replacement Site

Construction and Operations

The SB330 Replacement Site is currently occupied by agricultural, commercial, residential, and vacant land uses. Single-family residences are located throughout the SB330 Replacement Site, but are distant in space and do not share a common boundary. Therefore, these residences are not part of an established community but are stand-alone residential properties. Streets that currently provide access to the SB330 Replacement Site include E. Riverside Drive, Cucamonga Avenue, Grove Avenue, Edison Avenue, Schaefer Avenue, and Chino Avenue. E. Riverside Drive comprises the southern boundary of an established residential community on the north side of the roadway. The SB330 Replacement Site does not extend north of E. Riverside Drive; therefore, it would not divide the established community.

The Project proposes rezoning of the SB330 Replacement Site to a slightly higher residential density to increase the maximum number of housing units to ensure there is no net loss of residential zoning density. This action however does not propose any specific construction of new structures or redevelopment of the SB330 Replacement Site that would demolish any existing uses. The slight increase in residential zoning density would not represent a physical barrier to this area. Therefore, no impact would occur.

Conclusion

Construction and operation of projects on the Project site and replacement site would not result in a physical division of the community. While new uses would replace the existing development, this would not result in a physical separation where none currently exists. No impact would occur, and mitigation is not required.

Mitigation Measures

No mitigation is required.

Impact 4.9-2: *Would the Project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?*

Level of Significance: Less than Significant Impact

Specific Plan – Phase I/Future Development Areas

Construction and Operations

The Project includes a GPA, Specific Plan, Development Agreement, Development Plan, Tentative Parcel Maps, and Williamson Act contract cancellations, to allow for development of an industrial and business park on 23 parcels covering approximately 219.39 acres in the City. The development would include eight buildings ranging from 81,500 square feet (sf) to 1,268,794 sf. The development would allow for the development of approximately 5,333,518 square feet of industrial and business park buildings.

The GPA would change the existing land use designations of the 219.39-acre Project site from 157.06 acres of Low-Medium Density Residential and 62.36 acres of Business Park to 35.16 acres of Business Park and 184.26 acres of General Industrial, to facilitate development of the Project. The Project would provide a land use plan, circulation plan, streetscape plan, infrastructure service plan, grading plan, maintenance plan, phasing plan, design guidelines, development regulations, and implementation measures to guide the development of the Project site. A specific plan is required by the City in order to comprehensively plan for development of the Project site. Implementation of the Project would achieve the intent of the Policy Plan and TOP for the Project site.

BP (Business Park) Zoning District: The BP zoning district accommodates industrial-serving commercial, office uses, and very light industrial uses. Development within this district is typically multi-tenant in nature; however, single-tenant buildings are not precluded. Permitted uses include construction uses; manufacturing uses; wholesale trade uses; health care and social assistance uses; commercial uses; and warehousing uses. The Project would allow for up to 919,048 square feet of Business Park building space to be developed on a total of 35.17 acres within Planning Areas 1 and 3. These Planning Areas would be developed with business park buildings that would allow for the development of uses such as offices, technology centers, research and development, enterprises, light manufacturing and warehouse/distribution uses.

IG (Industrial - General) Zoning District: The IG zoning district accommodates storage and warehousing uses located in larger buildings on larger sites. Uses may include e-commerce, high cube warehouses, or distribution. A wide range of manufacturing and assembly uses are also permitted in this district. Permitted uses include agricultural uses; construction uses; wholesale trade uses; commercial uses; and warehousing uses. The Project would allow up to 4,414,470 square feet of industrial building space to be constructed within Planning Area 2, 4, and 5. These Planning Areas would comprise 184.26 acres and would allow for the development of uses such as general light industrial, manufacturing, warehouse/distribution, and e-commerce fulfillment center operations.

The following information consists of an evaluation of the Project's consistency with applicable plans and policies that have been adopted for the purpose of avoiding or mitigating an environmental effect.

Southern California Association of Governments RTP/SCS Compatibility

The Project is considered a project of regionwide significance pursuant to the criteria outlined in SCAG’s *Intergovernmental Review Procedures Handbook* (November 1995) and State CEQA Guidelines §15206, because it would involve a net increase of over 500,000 square feet of business establishment. Therefore, a consistency analysis with the applicable regional planning guidelines and strategies of SCAG’s RTP/SCS is required. *Table 4.9-3* provides an assessment of the Project’s consistency with the recently adopted 2020-2045 RTP/SCS (Connect SoCal) goals. The RTP/SCS goals are directed toward transit, transportation and mobility, and protection of the environment and health of residents. Consistency with SCAG population growth projections is addressed separately in *Section 4.11, Population and Housing*. The consistency analysis below focuses on the broad, policy-oriented goals of the 2020-2045 RTP/SCS to determine the Specific Plan's consistency with the RTP/SCS.

Table 4.9-3: Consistency with SCAG’s 2020-2045 RTP/SCS Goals

RTP/SCS Goal	Project Compliance
RTP/SCS G1: Encourage regional economic prosperity and global competitiveness.	Consistent: The Project’s objective is to create an economic engine to drive future growth in the City and also the County, spur infrastructure improvements in the area, and implement the Specific Plan vision. The Project would allow for the development of urban uses on currently underutilized land.
RTP/SCS G2: Improve mobility, accessibility, reliability, and travel safety for people and goods.	Consistent: Implementation of the Project would include roadway improvements and other major infrastructure investments that would ensure that mobility accessibility for people and goods would be maximized. The Project would also expand Ontario’s industrial uses in proximity to local airports (namely Chino Airport) and regional transportation networks. The vehicular and pedestrian improvements called for in the Project would be implemented and maintained to meet the needs of employees and customers.
RTP/SCS G3: Enhance the preservation, security, and resilience of the regional transportation system.	Consistent: All modes of public and commercial transit throughout the Project area would be required to follow safety standards set by state, regional, and local regulatory documents. For example, sidewalks must follow precautions established in Development Code. The Project would not remove or alter in a reductive manner access to the local public transportation near the Project site, including bus routes near Eucalyptus Avenue, Grove Avenue, and Bon View Avenue.
RTP/SCS G4: Increase person and goods movement and travel choices within the transportation system.	Consistent: The Project would involve transportation improvements in the form of improvements to nearby streets. These improvements to Merrill Avenue, Grove Avenue, Eucalyptus Avenue, and Bon View Avenue would increase the efficiency of the streets after implementation of the Project. Further discussion regarding transportation impacts stemming from the implementation of the Project are discussed in <i>Section 4.13, Transportation</i> .
RTP/SCS G5: Reduce greenhouse gas emissions and improve air quality.	Consistent: Discussion regarding reduction in greenhouse gas emissions can be found in <i>Section 4.6, Greenhouse Gas Emissions</i> . Discussion regarding improvements to air quality can be found in <i>Section 4.2, Air Quality</i> . The reduction of energy use, improvement of air quality, and promotion of more environmentally sustainable development would be encouraged through the existing and proposed alternative transportation modes, sustainable building and landscaping design

RTP/SCS Goal	Project Compliance
	<p>techniques, and other best management practices for structures and non-structures.</p> <p>In addition, the Specific Plan is within walking distance of the Eucalyptus and Euclid Omnitrans bus route 83. Omnitrans bus route 83 directly connects the site to the cities of Chino and Upland and to several stops in Ontario as well as the Chino Transit Center and Ontario Civic Center Transfer Station.</p>
<p>RTP/SCS G6: Support healthy and equitable communities.</p>	<p>Consistent: The Project would be constructed to current building codes, state and Federal requirements including Green Building Standards.</p>
<p>RTP/SCS G7: Adapt to a changing climate and support an integrated regional development pattern and transportation network.</p>	<p>Consistent: The Project would construct new roads, infrastructure, and buildings to support uses consistent with the 2020-2045 RTP/SCS and consistent with current building codes, state and Federal requirements including Green Building Standards. This includes EV Parking spaces, energy-efficient buildings, and use of construction and grading equipment that complies with current air quality standards, etc. See <i>Section 4.2, Air Quality, 4.6, Green House Gas Emissions, and Section 4.13, Transportation.</i></p>
<p>RTP/SCS G8: Leverage new transportation technologies and data-driven solutions that result in more efficient travel.</p>	
<p>RTP/SCS G9: Encourage development of diverse housing types in areas that are supported by multiple transportation options.</p>	<p>Consistent: The proposed General Plan and Zoning designations for the Project site are for Industrial General (IG) and Business Park (BP) development. No residential development is proposed nor would be permitted under the proposed land use designations. The Project involves relocation of residential zoning to be closer to transportation at the SB330 Replacement Site.</p>
<p>RTP/SCS G10: Promote conservation of natural and agricultural lands and restoration of habitats</p>	<p>Consistent. Although the Project would develop lands with Prime Farmland and Williamson Act contracts, this is consistent with the City's TOP policy planning document as well as the Agricultural Overlay which anticipates future development. Further discussion regarding agricultural impacts of the Project site are discussed in <i>Section 4.1, Agriculture and Forestry Resources.</i> There are no habitat restoration sites present on the Project site.</p>
<p>Source: SCAG. 2020. 2020-2045 SCAG RTP/SCS Connect SoCal Goals. https://scag.ca.gov/sites/main/files/file-attachments/0903connectsocial-plan_0.pdf?1606001176 (accessed February 2020).</p>	

The Ontario Plan Compatibility

An analysis of the Project’s consistency with Citywide goals in TOP is provided in *Table 4.9-4, Consistency with the City of Ontario General Plan (TOP)*. Because CEQA Impact Threshold 4.9-2 emphasizes consistency with land use goals “adopted for the purpose of avoiding or mitigating an environmental effect,” *Table 4.9-4* focuses on consistency with the City’s General Plan Elements that address environmental issues. Goals and policies that do not address environmental effects or are not applicable to the Project are not addressed below.

Table 4.9-4: Consistency with the City of Ontario General Plan (TOP)

General Plan Goals/Policies	Project Compliance
Land Use Element	
Goal LU1: A community that has a spectrum of housing types and price ranges that match the jobs in the City and that make it possible for people to live and work in Ontario and maintain a quality of life.	
<p>LU1-2: <i>Sustainable Community Strategy.</i> We integrate state, regional and local Sustainable Community/Smart Growth Principles into the development and entitlement process.</p>	<p>Consistent: The Project encourages the efficient use of energy resources in design, product selection, and operational techniques. The Design Guidelines in Chapter 5 of the Project's specific plan address lighting, bicycle parking, sustainable landscaping, and sustainable design strategies. Landscape provisions require the use of drought-resistant vegetation and shade trees to conserve water and reduce heat islands. The Project's sustainable design strategies include design and construction of energy efficient buildings to reduce air, water, and land pollution and environmental impacts from energy production and consumption. Protecting water quality, reducing runoff, and reducing water demand for landscaping are promoted in the Development Plan in Chapter 3 of the Project's specific plan through the recycled water plan and storm drainage facilities source control and treatment practices.</p>
<p>LU1-3: <i>Adequate Capacity.</i> We require adequate infrastructure and services for all development.</p>	<p>Consistent: The Project's specific plan establishes a Phasing Plan that is coordinated with affected infrastructure providers and ensures that uses on the project site are adequately served. The Project's specific plan requires infrastructure development to occur in a timely manner. Potable and recycled water, sewer, fiber optic communications, and storm drain infrastructure improvements that ultimately serve the Project area are addressed in Chapter 3, Development Plan of the Project's specific plan. Infrastructure and services will be consistent with City of Ontario infrastructure master plans and the approved development agreement.</p> <p>Please refer to Section 4.15, <i>Utilities and Service Systems</i> for further discussion regarding utility infrastructure.</p>
<p>LU1-7: <i>Revenues and Costs.</i> We require future amendments to our Land Use Plan to be accompanied by analyses of fiscal impacts.</p>	<p>Consistent: An Economic/Fiscal Impact Analysis has been prepared for the Project and is available for review at the City of Ontario Planning Department.</p>
Goal Land Use 2: Compatibility between a wide range of uses.	
<p>LU2-1: <i>Land Use Decisions.</i> We minimize adverse impacts on adjacent properties when considering land use and zoning requests.</p>	<p>Consistent: The Project configuration and orientation of land uses combined with integral Development Standards and Design Guidelines act to preclude or minimize potential adverse impacts affecting adjacent properties. Further, roadway expansions would also allow for an increase in Project related vehicle travel without significantly impacting the roadways for existing uses. Project compliance with the nearby airports and their Airport Land Use Compatibility Plans are discussed further in a later section of this section of the EIR.</p>

General Plan Goals/Policies	Project Compliance
<p>LU2-2: Buffers. We require new uses to provide mitigation or buffers between existing uses where potential adverse impacts could occur.</p>	<p>Consistent: The Project includes the provision of buffers such as setbacks and landscaping along Bon View Avenue, Eucalyptus Avenue, Grove Avenue, Campus Avenue, and Merrill Avenue. Additionally, the configuration of the Project would also occur in such a way that capitalizes on the allowable building density of the parcels while maintaining required open space and setback regulations.</p>
<p>LU2-3: Hazardous Uses. We regulate the development of industrial and similar uses that use, store, produce or transport toxic substances, air emissions, other pollutants, or hazardous materials.</p>	<p>Consistent: Uses within the Specific Plan are required to comply with federal, state, and local regulations pertaining to the use, storage, disposal, and transport of hazardous materials, toxic substances, and other pollutants. Refer to <i>Section 4.7, Hazards/Hazardous Materials</i> for further discussion of hazardous materials.</p>
<p>LU2-5: Regulation of Uses. We regulate the location, concentration, and operations of uses that have impacts on surrounding land uses.</p>	<p>Consistent: As substantiated in this EIR, the Project would not adversely affect surrounding land uses. To this end, all development and operations within the Project site would be required to conform to Development Standards and Design Guidelines established under the Project and would further be required to conform to all other City Code requirements.</p>
<p>LU2-6: We require infrastructure to be aesthetically pleasing and in context with the community character.</p>	<p>Consistent: The Project’s Specific Plan includes design guidelines (Chapter 5) which support high-quality development that complements the desired community character. Landscaped areas separate parking areas to keep parking lots from being the dominant visual element of the site. The Project’s specific plan also establishes landscape setback requirements (Specific Plan Chapter 4, Land Use and Development Standards) and conceptual streetscape design (Specific Plan Chapter 5, Design Guidelines) along all roadways within the Project area to create safe and attractive streets for pedestrians, cyclists, and motorists and ensure a cohesive pattern of development.</p>
<p>LU2-9: Methane Gas Sites. We require sensitive land uses and new uses on former dairy farms or other methane-producing sites be designed to minimize health risks.</p>	<p>Consistent: The Project incorporates into its Implementation Plan (Chapter 6 of the Project Specific Plan) requirements for development to comply with the mitigation measures identified in the EIR, including those for soil remediation and proper venting to address the potential existence of methane gases within the Project area.</p>
<p>Goal Land Use 3: Staff, regulations and processes that support and allow flexible response to conditions and circumstances in order to achieve the Vision.</p>	
<p>LU3-1: Development Standards. We maintain clear development standards which allow flexibility to achieve our Vision.</p>	<p>Consistent: Upon adoption, the Project would provide design guidelines and development regulations for future structures and improvements on the Project site. This would support the Policy Plan Vision of “sustained, community-wide prosperity which continuously adds value and yields benefits.” This master planning approach provides an orderly, coordinated process for development. Refer to the response to Policy LU2-1, above for further discussion of Project development standards.</p>

General Plan Goals/Policies	Project Compliance
<p>Goal Land Use 4: Development that provides short-term value only when the opportunity to achieve our Vision can be preserved.</p>	
<p>LU4-3: Infrastructure Timing. We require that the necessary infrastructure and services be in place prior to or concurrently with development.</p>	<p>Consistent: Pursuant to provisions of Project’s Development Plan; mitigation measures identified in this EIR, and City Conditions of Approval, the Project would provide and/or otherwise ensure to the satisfaction of the City, that infrastructure and services are timely available to meet Project demands. Therefore, the Project is consistent with Policy LU4-3.</p>
<p>Goal Land Use 5: Integrated airport systems and facilities that minimize negative impacts to the community and maximize economic benefits.</p>	
<p>LU5-3: Airport Impacts. We work with agencies to maximize resources to mitigate the impacts and hazards related to airport operations.</p>	<p>Consistent: The Project’s consistency with the nearby Airport Compatibility Land Use Plans are further discussed below. However, the Project would be compliant with the stipulations presented by those plans.</p>
<p>LU5-6: Alternative Process. We fulfill our responsibilities and comply with state law with regard to the Alternative Process for proper airport land use compatibility planning.</p>	<p>Consistent: Please refer to remarks at Policy LU5-3. The Project would be consistent with the Airport Land Use Planning for both the Ontario and Chino airports. This is substantiated in a comprehensive analysis in Section 4.7, <i>Hazards/Hazardous Materials</i> of this EIR.</p>
<p>LU5-7: ALUCP Consistency with Land Use Regulations. We comply with state law that requires general plans, specific plans and all new development be consistent with the policies and criteria set forth within an Airport Land Use Compatibility Plan for any public use airport.</p>	<p>Consistent: The Project area is within the Ontario International Airport Influence Area and the Chino Airport Influence Area. However, the Project area is not within an Ontario International Airport safety zone, noise impact zone, or airspace protection zone. The Project discusses compliance with the ALUCP requirements for the Chino Airport below and in Chapter 2, Section 2.2, Airport Influence Areas of the Project’s Specific Plan. Please refer to remarks at Policy LU5-6 and in the following subsections for further discussion.</p>
<p>Community Design Element</p>	
<p>Goal CD1: A dynamic, progressive city containing distinct neighborhoods and commercial districts that foster a positive sense of identity and belonging among residents, visitors, and businesses.</p>	
<p>CD1-2: Growth Areas. We require development in growth areas to be distinctive and unique places within which there are cohesive design themes.</p>	<p>Consistent: The Project design guidelines (Chapter 5, Design Guidelines of the Project specific plan) and development standards (Chapter 4, Land Use and Development Standards of the Project specific plan) ensure high quality, cohesive, attractive, and appropriately-scaled development that complements and integrates into the Ontario Ranch community and adds value to the City.</p>
<p>Goal CD2: A high level of design quality resulting in public spaces, streetscapes, and development that are attractive safe, functional, and distinct.</p>	
<p>CD2-1: Quality Architecture. We encourage all developments to convey visual interest and character through:</p> <ul style="list-style-type: none"> • Building volume, massing, and height to provide appropriate scale and proportion; • A true architectural style which is carried out in plan, section, and elevation 	<p>Consistent: The Project design guidelines (Chapter 5 of the Project specific plan) ensure that:</p> <ol style="list-style-type: none"> 1) Scale, massing, fenestration, materials, and colors are consistent with the building’s architectural style and compatible with the overall design in the Project area; 2) Articulation is provided through elements such as cornices, parapets, expression lines, and changes in materials and/or colors;

General Plan Goals/Policies	Project Compliance
<p>through all aspects of the building and site design and appropriate for its setting;</p> <ul style="list-style-type: none"> Exterior building materials that are visually interesting, high quality, durable, and appropriate for the architectural style. 	<p>3) Use of a variety of colors, materials, and/or textures on each building is appropriate to the architectural features or massing.</p>
<p>CD2-5: Streetscapes. We design new and, when necessary, retrofit existing streets to improve walkability, bicycling and transit integration, strengthen connectivity, and enhance community identify through improvements to the public right-of-way such as sidewalks, street trees, parkways, curbs, street lighting, and street furniture.</p>	<p>Consistent: The Project’s Specific Plan (Chapter 3, Section 3.3, Circulation Plan) addresses connectivity, street improvements, pedestrian and bicycle plans, and transit. In Chapter 5, Section 5.3, Landscape Design, the Project’s Specific Plan identifies street improvements and streetscape including parkways, street trees, sidewalks, landscape buffers, and street lighting for Grove Avenue, Eucalyptus Avenue, Merrill Avenue, and Bon View Avenue within the Project area, which are consistent with the Circulation Element of The Ontario Plan. The Project’s streetscape design creates an aesthetically pleasing view for pedestrians, cyclists, and motorists, screens parking and loading areas from the public right-of-way, and visually integrates the development into the surrounding Ontario Ranch community.</p>
<p>CD2-6: Connectivity. We promote development of local street patterns and pedestrian networks that create and unify neighborhoods, rather than divide them, and create cohesive and continuous corridors, rather than independent “islands.”</p>	<p>Consistent: The Project creates an efficient street system by providing convenient connections with adjacent land uses in compliance with the vision of TOP Circulation Element. The design of Project street sections (Chapter 3.3: Circulation Plan of the Project Specific Plan) and streetscape (Chapter 5.3, Landscape Design of the Project Specific Plan) provides road improvements including sidewalks, trails, and bikeways to promote connectivity and supplement vehicular transportation.</p>
<p>CD2-7: Sustainability. We collaborate with the development community to design and build neighborhoods, streetscapes, sites, outdoor spaces, landscaping and buildings to reduce energy demand through solar orientation, maximum use of natural daylight, passive solar and natural ventilation, building form, mechanical and structural systems, building materials and construction techniques.</p>	<p>Consistent: The Project is committed to sustainable design strategies that integrate principles of environmental stewardship into the design, construction, and operation process. The Project incorporates sustainability principles into its design guidelines (Chapter 5.8, Sustainable Design Strategies of the Project specific plan), such as drought tolerant landscaping, skylights in warehouse/distribution buildings to provide natural light and reduce lighting demand, high performance dual pane glazing in office storefronts, and LED products for energy efficient site lighting. Design strategies include the design and construction of energy efficient buildings to reduce air, water, and land pollution and environmental impacts from energy production and consumption. The use of recycled water to irrigate landscape is required by the Specific Plan’s Recycled Water Plan (Chapter 3.5), consistent with the City of Ontario Recycled Water Master Plan.</p>
<p>CD2-9: Landscape Design. We encourage durable landscaping materials and designs that enhance the aesthetics of structure, create, and define public and private spaces, and provide shade and environmental benefits.</p>	<p>Consistent: Consistent with the vision for Ontario Ranch as outlined in the Ontario Ranch Streetscape Master Plan, the Project Specific Plan (Chapter 5.3, Landscape Design) provides for landscaped setbacks and landscaped parkways adjacent to bike lanes and sidewalks, defining these public spaces. The landscaped setbacks and parkways include drought-tolerant plants featuring colorful shrubs and groundcovers, ornamental grasses and succulents, evergreen and deciduous trees, and species native to</p>

General Plan Goals/Policies	Project Compliance
	<p>Southern California or naturalized to the arid climate to promote durable plant materials. The plant selection complements the design theme of the Specific Plan area. Parking lot landscaping reduces associated heat buildup, improves aesthetics, and integrates into on-site landscape design and adjacent streetscapes. Swaled landscape areas retain/infiltrate stormwater run-off to improve water quality and promote groundwater recharge. Shade trees thoughtfully located near expanses of paving, building walls, roofs, and windows reduce the impacts of heat gain.</p>
<p>CD2-11: Entry Statements. We encourage the inclusion of amenities, signage, and landscaping at the entry to neighborhoods, commercial centers, mixed use areas, industrial developments, and public places that reinforce them as uniquely identifiable places.</p>	<p>Consistent. The Specific Plan establishes design guidelines to ensure high-quality development and a sense of place. As discussed in the Project specific plan Chapter 5.3, Landscape Design, Grove, Eucalyptus, Merrill, and Bon View Avenues feature landscaped setbacks that provide attractive entries into the site. Entry monument signage is predominantly placed to identify the South Ontario Logistics Center.</p>
<p>CD2-12: Site and Building Signage. We encourage the use of sign programs that utilize complementary materials, colors, and themes. Project signage should be designed to effectively communicate and direct users to various aspects of the development and complement the character of the structure.</p>	<p>Consistent. The Project Specific Plan (Chapter 5.7, Signage) requires approval of a comprehensive sign program to address parcel identification, building identification and directional signage within the Project area. A comprehensive sign program will integrate project signage with the overall design of the site and structures to create a unified visual statement. A comprehensive sign program provides flexible application of sign regulations to provide incentive and latitude in the design and display of multiple signs. Industrial uses on the site will also be appropriately signed to give direction to loading and receiving, visitor parking, and other special uses.</p>
<p>Goal CD3: Vibrant urban environments that are organized around intense buildings, pedestrian and transit areas, public plazas, and linkages between and within developments that are conveniently located, casually appealing, and sage during all hours.</p>	
<p>CD3-1: Design. We require that pedestrian, vehicular, bicycle, and equestrian circulation on both public and private property be coordinated and designed to maximize safety, comfort, and aesthetics.</p>	<p>Consistent. The Project Specific Plan (Chapter 3.3, Circulation Plan) coordinates street, sidewalk, trail, and bikeway designs to serve on-site land uses and extend access to the surrounding area in compliance with TOP Mobility Element. The Project Specific Plan specifies street improvements for Grove Avenue, Eucalyptus Avenue, Merrill Avenue, and Bon View Avenue. The Project Specific Plan’s streetscape design (Chapter 5.3, Landscape Design) provides an aesthetically pleasing view for pedestrians, cyclists, and motorists, screens parking and loading areas from the public right-of-way, and integrates the development into the surrounding community.</p>
<p>CD3-5: Paving. We require sidewalks and road surfaces to be of a type and quality that contributes to the appearance and utility of streets and public places.</p>	<p>Consistent. The Project’s development standards (Chapter 4, Land Use and Development Standards of the Project specific plan) require that design and materials for sidewalks and road surfaces within the Project area be approved by the City’s Engineering Department. The Project design guidelines (Chapter 5 of the Project Specific Plan) encourage the use of enhanced paving to mark major building entries and paving materials that possess a high level of solar reflectivity to reduce the heat island effect.</p>

General Plan Goals/Policies	Project Compliance
<p>Goal CD5: A sustained level of maintenance and improvement of properties, buildings, and infrastructure that protects the property values and encourages additional public and private investment.</p>	
<p>CD5-1: Maintenance Buildings and Property. We require all public and privately owned buildings and property (including trails and easements) to be properly and consistency maintained.</p>	<p>Consistent. The Project Specific Plan includes a Maintenance Responsibility Matrix in Chapter 6, Implementation, identifying the parties responsible for maintenance of roadways, parkways, trails, sidewalks, common areas, walls and monuments, infrastructure, and utilities within the Project area. Privately owned buildings will be maintained as specified by the Property Owners Association (Chapter 6.10.2 of the Project specific plan).</p>
<p>Mobility Element</p>	
<p>Goal M1: A system of roadways that meets the mobility needs of a dynamic and prosperous Ontario.</p>	
<p>M1-1: Roadway Design and Maintenance. We require our roadways to:</p> <ul style="list-style-type: none"> • Comply with federal, state, and local design and safety standards. • Meet the needs of multiple transportation modes and users. • Handle the capacity envisioned in the Functional Roadway Classification Plan. • Maintain a peak hour Level of Service (LOS) E or better at all intersections. • Be compatible with the streetscape and surrounding land uses. • Be maintained in accordance with best practices and our Right-of-Way Management Plan. 	<p>Consistent: The Project complies with the Functional Roadway Classification Plan of the Mobility Element and, therefore, aims to comply with federal, state, and local design and safety standards; meet the needs of multiple transportation modes and users; and maintain a Level of Service of E or better at all intersections addressed in the Project environmental impact report. The Project site design strives to minimize the effects of truck traffic on nearby uses.</p>
<p>M1-2: Mitigation of Impacts. We require development to mitigate its traffic impacts.</p>	<p>Consistent: The Project Specific Plan requires in Chapter 6.3.4, Compliance with CEQA, that projects within the Project area comply with all mitigation measures, conditions, and project design features identified in the Project environmental impact report. Project specific plan Chapter 5.1, Site Design, provides guidelines to ensure buildings, structures, and loading facilities are designed so loading and unloading activities occur on-site without extending beyond the property line. Note that, pursuant to SB743, operational level of service is no longer a significant impact under CEQA. Refer to Section 4.13, <i>Transportation and Traffic</i> for additional discussion.</p>
<p>Goal M2: A system of trails and corridors that facilitate and encourage bicycling and walking.</p>	
<p>M2-2: Bicycle System. We provide off-street multipurpose trails and Class II bikeways as our primary paths of travel and use the Class III for connectivity in constrained circumstances.</p>	<p>Consistent: The Project includes a Circulation Plan to provide connectivity to the trails and bikeway corridors identified in the Ontario Multipurpose Trails and Bikeway Corridor Plan, including installation of a Class II Bikeway along Merrill Avenue and multipurpose trails along Grove, Eucalyptus, and Merrill avenues.</p>
<p>M2-3: Pedestrian Walkways. We require walkways that promote safe and convenient travel between residential areas, businesses, schools, parks, recreation areas, and other key destination points.</p>	<p>Consistent: The Project street sections, and streetscape designs provide for construction of five-foot wide public pedestrian sidewalks for Grove Avenue, Eucalyptus Avenue, Merrill Avenue, and Bon View Avenue to connect with existing and planned pedestrian circulation systems. Pedestrian sidewalks are separated from vehicular travel lanes by a landscaped parkway.</p>

General Plan Goals/Policies	Project Compliance
	The Project area street improvements are consistent with the City's Ontario Ranch Streetscape Master Plan.
Goal M3: A public transit system that is a viable alternative to automobile travel and meets basic transportation needs of the transit dependent.	
M3-2: <i>Transit Facilities at New Development.</i> We require new development to provide transit facilities, such as bus shelters, transit bays and turnouts, as necessary.	Consistent: The Project discusses that the City is coordinating with regional transit agencies to implement Bus Rapid Transit (BRT) service to target destinations and along corridors.
Goal M4: An efficient flow of goods through the City that maximizes economic benefits and minimizes negative impacts.	
M4-1: <i>Truck Routes.</i> We designate and maintain a network of City truck routes that provide for the effective transport of goods while minimizing negative impacts on local circulation and noise-sensitive land uses, as shown in the Truck Routes Plan.	Consistent: The Project is designed to enable easy access to the truck route network and to encourage its industrial users to implement effective goods movement strategies. The Land Use and Circulation Plans for the Project area are designed to focus trucks on the designated Merrill Avenue truck route. The design guidelines stipulate buildings, structures, and loading facilities be designed to ensure that loading and unloading activities and maneuvering of freight vehicles occurs on-site without extending beyond the property line.
Environmental Resources Element	
Goal ER1: A reliable and cost-effective system that permits the City to manage its diverse water resources and needs.	
ER1-3: <i>Conservation.</i> We require conservation strategies that reduce water usage.	Consistent: The Project incorporates water conservation strategies into its development plan and design guidelines. The use of recycled water to irrigate landscape areas is required consistent with the City of Ontario Recycled Water Master Plan. Landscape and irrigation plans are encouraged to use water conservation features such as drought-tolerant plant species native or adapted to the region and drip irrigation. The Project encourages the design and construction of energy efficient buildings to reduce air, water, and land pollution and environmental impacts from energy production and consumption.
ER1-5: <i>Groundwater Management.</i> We protect groundwater quality by incorporating strategies that prevent pollution, require remediation where necessary, capture and treat urban run-off, and recharge the aquifer.	Consistent: In the Storm Drainage Plans, the Project Specific Plan stipulates that prior to issuance of grading or construction permits, a Storm Water Pollution Prevention Plan (SWPPP) be prepared and approved by the City. The SWPPP would identify and detail appropriate Best Management Practices (BMPs) to prevent pollutant discharge into storm drain systems and natural drainages and aquifers. In addition to the preparation of a SWPPP, a Water Quality Management Plan (WQMP) would be prepared and approved that will enforce long-term BMPs to prevent pollutant discharges into storm drain systems for the life of the Project. The Water Quality section of the Project specific plan requires the provision of on-site landscape swales to collect and treat stormwater run-off.

General Plan Goals/Policies	Project Compliance
<p>ER1-6: <i>Urban Run-off Quantity.</i> We encourage the use of low impact development strategies to intercept run-off, slow the discharge rate, increase infiltration, and ultimately reduce discharge volumes to traditional storm drain systems.</p>	<p>Consistent: The Project Storm Drainage Plan incorporates low impact development strategies including landscape designs that promote water retention; permeable surface designs in parking lots and areas with low traffic; parking lots that drain to landscaped areas to provide treatment, retention, or infiltration; and limited soil compaction during grading.</p>
<p>ER1-7: <i>Urban Run-off Quality.</i> We require the control and management of urban run-off, consistent with Regional Water Quality Control Board regulations.</p>	<p>Consistent: In the Storm Drainage Plan, the Project Specific Plan specifies that prior to issuance of grading or construction permits, a WQMP is required to minimize stormwater runoff and provide on-site opportunities for groundwater recharge integrated into Project design and amenities. The grading and drainage of the Project area would be designed to retain/infiltrate, harvest and re-use or biotreat surface runoff to comply with the current requirements of the San Bernardino County National Pollutant Discharge Elimination System (NPDES) Stormwater Program's WQMP for significant new development projects.</p>
<p>ER1-8: <i>Wastewater Management.</i> We require the management of wastewater discharge and collection consistent with waste discharge requirements adopted by the Regional Water Quality Control Board.</p>	<p>Consistent: In the Sewer Plan, the Specific Plan provides for design of a wastewater system consistent with City and Regional Water Quality Control Board requirements. The Specific Plan includes a network of new public sewer mains consistent with the City of Ontario's Ultimate Sewer System Plan.</p>
<p>Goal ER3: Cost-effective and reliable energy system sustained through a combination of low impact building, site and neighborhood energy conservation and diverse sources of energy generation that collectively helps to minimize the region's carbon footprint.</p>	
<p>ER3-1: <i>Conservation Strategy.</i> We require conservation as the first strategy to be employed to meet applicable energy-saving standards.</p>	<p>Consistent: The Project incorporates energy-saving conservation strategies into its design guidelines by addressing lighting, bicycle parking, sustainable landscaping, and energy efficiency. Sustainable design strategies include design and construction of energy efficient buildings to reduce air, water, and land pollution and environmental impacts from energy production and consumption.</p>
<p>ER3-3: <i>Building and Site Design.</i> Require new construction to incorporate energy efficient building and site design strategies, which could include appropriate solar orientation, maximum use of natural daylight, passive solar and natural ventilation.</p>	<p>Consistent: The Project's Sustainable Design Strategies include the use of passive design to improve building energy performance through skylights, building orientation, landscaping, and use of select colors.</p>
<p>Goal ER4: Improved indoor and outdoor air quality and reduced locally generated pollutant emissions.</p>	
<p>ER4-3: <i>Greenhouse Gases (GHG) Emissions Reductions.</i> We will reduce GHG emissions in accordance with regional, state, and federal regulations.</p>	<p>Consistent. Project would be constructed in accordance with California Green Building Standards Code.</p> <p>Examples of how the Project would reduce GHG emissions include the use of energy-efficient LED products; choosing roof and paving materials that possess a high level of solar reflectivity; and employing high-performance dual-pane window glazing in office storefronts.</p>

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<p>ER4-4: Indoor Air Quality. We will comply with State Green Building Codes relative to indoor air quality.</p>	<p>Consistent: The Project requires development projects in the Specific Plan area to comply with the State of California Building Code as adopted and implemented by the City. The Specific Plan’s Sustainable Design Strategies include the design and construction of energy efficient buildings to reduce air, water, and land pollution.</p>
<p>Goal ER5: Protected high value habitat and farming and mineral resource extraction activities that are compatible with adjacent development.</p>	
<p>ER5-2: Entitlement and Permitting Process. We comply with state and federal regulations regarding protected species.</p>	<p>Consistent. The Project would comply with state and federal regulations regarding protected species include the Migratory Bird Treaty Act and California Fish and Game Code.</p>
<p>Safety Element</p>	
<p>Goal S1: Minimized risk of injury, loss of life, property damage and economic and social disruption caused by earthquake-induced and other geologic hazards.</p>	
<p>S1-2: Entitlement and Permitting Process. We follow state guidelines and the California Building Code to determine when development proposals must conduct geotechnical and geological investigations.</p>	<p>Consistent: The Project shall comply with state guidelines and the California Building Code. Research of available maps indicates that the Project site is not located within an Alquist-Priolo Earthquake Fault Zone. Furthermore, there was no visible evidence of faulting during geotechnical investigation.</p>
<p>Goal S2: Minimized risk of injury, loss of life, property damage and economic and social disruption caused by flooding and inundation hazards.</p>	
<p>S2-1: Entitlement and Permitting Process. We follow State guidelines and building code to determine when development proposals require hydrological studies prepared by a state-certified engineer to assess the impact that the new development will have on the flooding potential of existing development down gradient.</p>	<p>Consistent. The Project applicant submitted a preliminary hydrology report as part of the City’s standard discretionary review process. Further permitting will be required as mitigation such as a Stormwater Management Program Plan (SWMPP) and NPDES.</p>
<p>Goal S3: Reduced risk of death, injury, property damage and economic loss due to fires, accidents, and normal everyday occurrences through prompt and capable emergency response.</p>	
<p>S3-8: Fire Prevention through Environmental Design. We require new development to incorporate fire prevention consideration in the design of streetscapes, sites, open spaces, and buildings.</p>	<p>Consistent: The Project shall comply with the City’s development review process, which provides for review by the City’s Fire Department and potential redesign to incorporate fire prevention design elements within streetscapes, sites, open spaces, and buildings.</p>
<p>Goal S4: An environment where noise does not adversely affect the public’s health, safety, and welfare.</p>	
<p>S4-1: Noise Mitigation. We utilize the City’s Noise Ordinance, building codes and subdivision and development codes to mitigate noise impacts.</p>	<p>Consistent: The Project shall comply with mitigation measures of the Project environmental impact report, the City’s noise ordinance, subdivision and development codes, and the California Building Code to mitigate noise impacts.</p>
<p>S4-4: Truck Traffic. We manage truck traffic to minimize noise impacts on sensitive land uses.</p>	<p>Consistent. The City of Ontario designates and maintains a network of truck routes that provide for the effective transport of goods while minimizing negative impacts on local circulation and</p>

General Plan Goals/Policies	Project Compliance
<p>S4-5: Roadway Design. We design streets and highways to minimize noise impacts.</p>	<p>noise-sensitive land uses. Merrill Avenue, which runs along the southern boundary of the Specific Plan area, is a designated truck route from Euclid Avenue to Archibald Avenue. Portland cement concrete (PCC) pavement shall be installed per City Standard 1207 at signalized intersections along truck routes.</p>
<p>Goal S5: Reduced risk of injury, property damage and economic loss resulting from windstorms and wind-related hazards.</p>	
<p>S5-2: Dust Control Measures. We require the implementation of Best Management Practices for dust control at all excavation and grading projects.</p>	<p>Consistent. The Project shall comply with mitigation measures of the Project environmental impact report, applicable state and regional requirements including Rule 403 from the South Coast Air Quality Management District, subdivision and development codes, and the California Building Code to mitigate dust impacts.</p>
<p>Goal S6: Reduced potential for hazardous materials exposure and contamination.</p>	
<p>S6-9: Remediation of Methane. We require development to assess and mitigate the presence of methane, per regulatory standards and guidelines.</p>	<p>Consistent. Per MM HAZ-1, prior to the issuance of grading permits, the Project Applicant shall conduct further testing for the presence of methane on the Project site, in accordance with California Department of Toxic Substances Control methane assessment guidelines. The Project Applicant shall prepare a methane gas soil survey and implement grading activity recommendations to the satisfaction of the City Building Department. This shall include a post-construction soil gas investigation and installation of methane gas mitigation systems where post-grading methane levels exceed 5,000 parts per million volume (ppmv), should any such levels occur.</p>
<p>Goal S7: Neighborhoods and commercial and industrial districts that are kept safe through a multi-faceted approach of prevention, suppression, community involvement and a system of continuous monitoring.</p>	
<p>S7-4: Crime Prevention through Environmental Design (CPTED). We require new development to incorporate CPTED in the design of streetscapes, sites, open spaces, and buildings.</p>	<p>Consistent: The Project shall comply with the City’s development review process, which provides for review by the City’s Police Department and potential redesign to incorporate crime prevention design elements in streetscapes, sites, open spaces, and buildings. Parcel lighting addresses illumination of parking lots, loading dock areas, pedestrian walkways, building entrances, signage, and architectural and landscape features. A key provision includes the installation of ground or low mounted fixtures to provide for safety and convenience along pedestrian walkways, entrances, activity areas, steps, ramps, and special features. The Project also encourages delineation of pedestrian access to on-site buildings from adjacent streets and parking areas by marking building entrances with signage, prominent architectural features, and/or landscaping features.</p>
<p>Community Economics Element</p>	
<p>Goal CE1: A complete community that provides for all incomes and stages of life.</p>	
<p>CE1-1: Jobs-Housing Balance. We pursue improvement to the Inland Empire’s balance between jobs and housing by promoting job growth that reduces the regional economy’s reliance on out-commuting.</p>	<p>Consistent. The Project anticipates the creation of jobs in warehousing, logistics, light manufacturing, and administration within the Project area, which helps improve the region’s jobs-housing balance. Actual job creation depends on the type of land uses ultimately developed on the site as a wide-range of commercial, office, and industrial uses are permitted in the Project area. The Land Use Plan (Chapter 3.1) of the Project Specific Plan</p>

General Plan Goals/Policies	Project Compliance
	implements the vision of TOP by providing opportunities for employment in manufacturing, distribution, research and development, service, and supporting retail at intensities designed to meet the demand of current and future market conditions.
<p>CE1-5: Business Attraction. We proactively attract new and expanding businesses to Ontario in order to increase the City’s share of growing sectors of the regional and global economy.</p>	<p>Consistent. In Chapter 3.1, Land Use Plan of the Project specific plan, the Project provides for the construction of over 3.1 million square feet of business park and industrial development in compliance with City and regional planning goals and strategies that facilitate goods movement throughout the SCAG region.</p>
<p>Goal CE2: A City of distinctive neighborhoods, districts, and corridors, where people choose to be.</p>	
<p>CE2-1: Development Projects. We require new development and redevelopment to create unique, high-quality places that add value to the community.</p>	<p>Consistent. The Project Specific Plan contains design guidelines in Chapter 5 to guide future development consistent with the vision for Ontario Ranch. The guidelines ensure high quality, cohesive and attractive development that complements and integrates into the community and adds value to the City. The Project also establishes landscape setbacks along the roadways within the Specific Plan area to create safe and attractive streets for pedestrians, cyclists, and motorists.</p>
<p>CE2-2: Development Review. We require those proposing new development and redevelopment to demonstrate how their projects will create appropriately unique, functional, and sustainable places that will compete well with their competition within the region.</p>	<p>Consistent. The Project Specific Plan establishes a land use plan (Chapter 3.1) and design guidelines (Chapter 5) addressing site design, building design, and landscape design that ensure high-quality, functional, and sustainable development that is regionally competitive and appropriate for the Ontario Ranch community.</p>
<p>CE2-5: Private Maintenance. We require adequate maintenance, upkeep, and investment in private property because proper maintenance on private property protects property values.</p>	<p>Consistent. The Project Specific Plan includes a Maintenance Responsibility Matrix (Chapter 6.11) identifying the public, private, or utility providers responsible for maintenance of roadways, parkways, trails, sidewalks, common areas, walls and monuments, infrastructure, and utilities within the Specific Plan area. A Property Owners Association will be established for the maintenance of on-site common areas, including such improvements as landscape areas and drive aisles.</p>
<p>CE2-6: Public Maintenance. We require the establishment and operation of maintenance districts or other vehicles to fund the long-term operation and maintenance of the public realm whether on private land, in rights-of-way, or on publicly-owned property.</p>	<p>Consistent. The Project Specific Plan includes a Maintenance Responsibility Matrix (Chapter 6.11) identifying the public, private, or utility providers responsible for maintenance of roadways, parkways, trails, sidewalks, common areas, walls and monuments, infrastructure, and utilities within the Specific Plan area. Right-of-way for public streets and infrastructure improvements within the Project area shall be dedicated to the City of Ontario for maintenance purposes. Landscape improvements and public streetlights within the public right-of-way shall be maintained through a landscape and lighting district or other special maintenance district established by the City. Dry utilities such as electricity, natural gas, and communication systems will be maintained by the appropriate utility company.</p>
<p>Sources: TOP 2010.</p>	

Ontario Development Code Consistency

Upon adoption of the Project, the development regulations and design standards within the Project would apply to the Project area and would establish the applicable zoning regulations and development standards. The Specific Plan would become the land use implementation tool for the Project area. As stated in Ontario Development Code §1.01.035, in the event of any conflict between the requirements of the Development Code and the standards contained within an adopted project, the requirements of the Project shall govern, and when the provisions of a project are silent on a specific matter, the regulations set forth in the Development Code shall apply. As such, the Project would not result in conflicts with the Ontario Development Code, and impacts would be less than significant.

Airport Environs Land Use Plan Consistency

The Project site is located immediately to the north of the Chino airport and is approximately 4.3 miles to the southwest of the Ontario International Airport and is within the Airport Influence Areas for both these airports. Airport operations and their potential noise and safety hazards require careful land use planning on adjacent and nearby lands to protect residents and land uses. Airport operations and their accompanying safety and noise hazards are discussed in *Section 4.7, Hazards and Hazardous Materials*, and *Section 4.10, Noise*.

The City of Ontario is currently developing a Compatibility Plan for Chino Airport (Compatibility Plan) that relies upon the California Airport Land Use Planning Handbook (State of California Department of Transportation, Division of Aeronautics) October 2011 (Handbook). As provided for in the Handbook “alternative process” the City functions as the Designated Agency in formulating airport land use compatibility plans for City properties. The Compatibility Plan is based on the Handbook Generic Safety Zones for General Aviation Airports.

The City anticipates adoption of a Draft Chino Airport Compatibility Plan in early 2021. Final site plans and development plans within the Project site would be subject to, and would be required to comply with, applicable standards and requirements of the Compatibility Plan as adopted by the City. Please refer also to related discussions presented at EIR Section 4.7 Hazards/Hazardous Materials.

The Project site is within the Ontario International Airport ALUCP. However, it is not within a safety zone, a noise impact zone, or an airspace protection zone of the Ontario International Airport. Therefore, a less than significant impact will occur.

SB330 Replacement Site

Construction and Operations

Any future development on the SB330 Replacement Site would be evaluated to demonstrate consistency with the applicable land use regulations and policies cited above, as part of the City’s standard development review process. The relatively slight increase in residential density is not anticipated to result in any new or substantially more severe environmental impacts than evaluated in the City’s TOP EIR as it is planned growth that is anticipated in the evaluations of the TOP EIR. In fact, the increased density would allow for a wider variety of residential product types placed within a mixed-use transit-oriented development area, providing a greater level of consistency with local and regional land use plans than the

current low medium density zoning at the Specific Plan site, which is in an increasingly urbanizing industrial corridor. Therefore, the proposed upzoning at the SB330 Replacement Site would not create a new significant impact. Impacts would be less than significant.

Conclusion

The Project would develop business park and industrial uses that would further support the local regional economy and business. Although the Project includes land uses not currently designated on these specific sites in TOP, once adopted, the Project would provide appropriate land use regulations and zoning policies which would create a coherent and efficient usage of the land. The Project would promote orderly development to coincide with adjacent land uses, including Chino Airport. As shown on *Tables 4.9-3, Consistency with SCAG's 2020-2045 RTP/SCS Goals* and *4.9-4, Consistency with The City of Ontario General Plan (TOP)* the Project embodies the goals and policies in the applicable long-range planning documents. Implementation of the Project would not conflict with applicable plans adopted for the purpose of avoiding or mitigating an environmental effect. This would remain true with the implementation of the Grove Avenue SB330 Replacement Site. Impacts would be less than significant, and no mitigation is necessary.

Mitigation Measures

No mitigation is required.

4.9.5 Cumulative Impacts

The geographic context for this cumulative analysis includes the City in relation to the City's General Plan. Cumulative development would result in substantial changes to existing land use patterns through conversion of agricultural and dairy lands into urban uses pursuant to the General Plan land use designations. Cumulative development would also be subject to site-specific environmental and planning reviews that would address consistency with adopted General Plan goals, objectives, and policies, as well as with the City's Development Code and Airport Land Use Compatibility Plan policies. As part of environmental review, projects would be required to provide mitigation for any inconsistencies with the General Plan and environmental policies that would result in adverse physical environmental effects. The cumulative projects as a whole would result in a more intensely developed built environment than currently exists, as it currently exists as an underutilized portion of land and would be required to be consistent with local General Plan policies.

As explained below, the Project would eliminate the low-moderate density housing designation, thereby theoretically eliminating 1,352 units (as determined by the City's density determinations to be 8.5 units per acre). The calculation is based on 159.04 acres of low/medium density residential land with the Specific Plan area. Although the Project would remove the authorization for 1,352 low-medium density residential units at a density of 8.5 dwelling units per acre, an affected city may change a land use designation if there is a concurrent change to development standards applicable to other parcels within the city so that there is no net loss of residential capacity. Here, the Project would include a concurrent General Plan Amendment and Zone Change to increase density elsewhere in the City to achieve no net loss of unit capacity per SB330. This would account for the loss of the potential for residential

development on the Project site and conform to the requirements of SB330. The provision of replacement housing potential in the SB330 Replacement Site was found to create no inconsistencies with existing land use programs or regulations. The SB330 Replacement Site was also not identified as an existing community and would therefore not experience a separation through the implementation of the SB330 Replacement Site.

Cumulative projects could include General Plan amendments and/or zone changes, modifications to existing land uses. However, such amendments do not necessarily represent an inherent negative effect on the environment, particularly if the proposed changes involve changes in types and intensity of uses, rather than eliminating application of policies that were specifically adopted for the purpose of avoiding or mitigating environmental effects. Past and present cumulative projects do not involve amendments that would eliminate application of policies that were adopted for the purpose of avoiding or mitigating environmental effects. Determining whether any future project might include such amendments and determining the cumulative effects of any such amendments would be speculative since it cannot be known what applications that are not currently filed might request. Thus, it is expected that the land uses of cumulative projects would be consistent with policies that avoid an environmental effect; therefore, cumulatively considerable impacts from cumulative projects related to policy consistency would be less than significant.

4.9.6 Significant Unavoidable Impacts

There are no unavoidable significant impacts.

4.9.7 References

California Airport Land Use Planning Handbook (State of California Department of Transportation, Division of Aeronautics), October 2011 <https://dot.ca.gov/-/media/dot-media/programs/aeronautics/documents/californiaairportlanduseplanninghandbook-a11y.pdf>

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SCAG. 2020. 2020-2045 SCAG RTP/SCS Connect SoCal Goals. https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial-plan_0.pdf?1606001176.

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4.10 NOISE

This section of the Draft Environmental Impact Report (Draft EIR) discusses the fundamentals of sound; examines federal, state, and local noise guidelines, policies, and standards; reviews noise levels at existing noise-sensitive receptor locations; and evaluates potential noise and vibration impacts associated with (Project); and provides mitigation to reduce noise impacts at sensitive receptor locations. This evaluation uses procedures and methodologies as specified by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) and evaluates the potential for the proposed Project to result in noise and vibration impacts at nearby sensitive receptors. *Appendix H1, Traffic Noise Modeling Results*, of this Draft EIR provides supplementary, project-specific background information, construction noise calculation worksheets, and project-generated traffic noise modeling results.

4.10.1 Environmental Setting

Sound Fundamentals

Sound is a pressure wave transmitted through the air. It is described in terms of loudness or amplitude (measured in decibels), frequency or pitch (measured in Hertz [Hz] or cycles per second), and duration (measured in seconds or minutes). The standard unit of measurement of the loudness of sound is the decibel (dB). Changes of 1 to 3 dBA are detectable under quiet, controlled conditions and changes of less than 1 dBA are usually indiscernible. A 3 dBA change in noise levels is considered the minimum change that is detectable with human hearing in outside environments. A change of 5 dBA is readily discernible to most people in an exterior environment whereas a 10 dBA change is perceived as a doubling (or halving) of the sound.

The human ear is not equally sensitive to all frequencies. Sound waves below 16 Hz are not heard at all and are “felt” more as a vibration. Similarly, while people with extremely sensitive hearing can hear sounds as high as 20,000 Hz, most people cannot hear above 15,000 Hz. In all cases, hearing acuity falls off rapidly above about 10,000 Hz and below about 200 Hz. Since the human ear is not equally sensitive to sound at all frequencies, a special frequency dependent rating scale is usually used to relate noise to human sensitivity. The A-weighted decibel scale (dBA) performs this compensation by weighting frequencies in a manner approximating the sensitivity of the human ear.

Noise is defined as unwanted sound and is known to have several adverse effects on people, including hearing loss, speech and sleep interference, physiological responses, and annoyance. Based on these known adverse effects of noise, the federal government, the State of California, and many local governments have established criteria to protect public health and safety and to prevent disruption of certain human activities.

Technical Terminology

Noise is most often defined as unwanted sound. Although sound can be easily measured, the perception of noise and the physical response to sound complicate the analysis of its impact on people. People judge the relative magnitude of sound sensation in subjective terms such as “noisiness” or “loudness.”

The following are brief definitions of terminology used in this section:

- **Sound.** A disturbance created by a vibrating object, which, when transmitted by pressure waves through a medium such as air, is capable of being detected by a receiving mechanism, such as the human ear or a microphone.
- **Noise.** Sound that is loud, unpleasant, unexpected, or otherwise undesirable.
- **Decibel (dB).** A unitless measure of sound on a logarithmic scale.
- **A-Weighted Decibel (dBA).** An overall frequency-weighted sound level in decibels that approximates the frequency response of the human ear.
- **Equivalent Continuous Noise Level (L_{eq}); also called the Energy-Equivalent Noise Level.** The value of an equivalent, steady sound level which, in a stated time period (often over an hour) and at a stated location, has the same A-weighted sound energy as the time-varying sound. Thus, the L_{eq} metric is a single numerical value that represents the equivalent amount of variable sound energy received by a receptor over the specified duration.
- **Statistical Sound Level (L_n).** The sound level that is exceeded “n” percent of time during a given sample period. For example, the L_{50} level is the statistical indicator of the time-varying noise signal that is exceeded 50 percent of the time (during each sampling period); that is, half of the sampling time, the changing noise levels are above this value and half of the time they are below it. This is called the “median sound level.” The L_{10} level, likewise, is the value that is exceeded 10 percent of the time (i.e., near the maximum) and this is often known as the “intrusive sound level.” The L_{90} is the sound level exceeded 90 percent of the time and is often considered the “effective background level” or “residual noise level.”
- **Day-Night Sound Level (L_{dn} or DNL).** The energy-average of the A-weighted sound levels occurring during a 24-hour period, with 10 dB added to the sound levels occurring during the period from 10:00 PM to 7:00 AM.
- **Community Noise Equivalent Level (CNEL).** The energy-average of the A-weighted sound levels occurring during a 24-hour period, with 5 dB added from 7:00 pm to 10:00 pm and 10 dB from 10:00 pm to 7:00 am. For general community/environmental noise, CNEL and L_{dn} values rarely differ by more than 1 dB (with the CNEL being only slightly more restrictive, that is, higher than the L_{dn} value). As a matter of practice, L_{dn} and CNEL values are interchangeable and are treated as equivalent in this assessment.
- **Peak Particle Velocity (PPV).** The peak signal value of an oscillating vibration velocity waveform usually expressed in inches per second (in/sec).
- **Vibration Decibel (VdB).** A unitless measure of vibration, expressed on a logarithmic scale and with respect to a defined reference vibration velocity. In the U.S., the standard reference velocity is 1 micro- inch per second (1×10^{-6} in/sec).
- **Sensitive Receptor.** Noise- and vibration-sensitive receptors include land uses where quiet environments are necessary for enjoyment and public health and safety. Residences, schools, motels and hotels, libraries, religious institutions, hospitals, and nursing homes are examples.
- **RCNM.** Federal Highway Administration Roadway Construction Noise Model.

Sound Measurement

Sound pressure is measured through the A-weighted measure to correct for the relative frequency response of the human ear. That is, an A-weighted noise level de-emphasizes low and very high frequencies of sound similar to the human ear's de-emphasis of these frequencies.

Unlike linear units such as inches or pounds, decibels are measured on a logarithmic scale, representing points on a sharply rising curve. On a logarithmic scale, an increase of 10 dBA is 10 times more intense than 1 dBA, while 20 dBA is 100 times more intense, and 30 dBA is 1,000 times more intense. A sound as soft as human breathing is about 10 times greater than 0 dBA. The decibel system of measuring sound gives a rough connection between the physical intensity of sound and its perceived loudness to the human ear. Ambient sounds generally range from 30 dBA (very quiet) to 100 dBA (very loud).

Sound levels are generated from a source and their decibel level decreases as the distance from that source increases. Sound dissipates exponentially with distance from the noise source. This phenomenon is known as "spreading loss." For a single point source, sound levels decrease by approximately 6 dBA for each doubling of distance from the source. This drop-off rate is appropriate for noise generated by on-site operations from stationary equipment or activity at a project site. If noise is produced by a line source, such as highway traffic, the sound decreases by 3 dBA for each doubling of distance in a hard site environment. Line source noise in a relatively flat environment with absorptive vegetation decreases by 4.5 dBA for each doubling of distance.

Time variation in noise exposure is typically expressed in terms of a steady-state energy level equal to the energy content of the time varying period (called L_{eq}), or alternately, as a statistical description of the sound level that is exceeded over some fraction of a given observation period. For example, the L_{50} noise level represents the noise level that is exceeded 50 percent of the time. Half the time the noise level exceeds this level and half the time the noise level is less than this level. This level is also representative of the level that is exceeded 30 minutes in an hour. Similarly, the L_2 , L_8 and L_{25} values represent the noise levels that are exceeded 2, 8, and 25 percent of the time, or 1, 5, and 15 minutes per hour. These "Ln" values are typically used to demonstrate compliance for stationary noise sources with a city's noise ordinance, as discussed below. Other values typically noted during a noise survey are the L_{min} and L_{max} . These values represent the minimum and maximum root-mean-square noise levels obtained over the measurement period.

Because community receptors are more sensitive to unwanted noise intrusion during the evening and at night, state law and the County require that, for planning purposes, an artificial dB increment be added to quiet time noise levels in a 24-hour noise descriptor called the Community Noise Equivalent Level (CNEL) or Day-Night Noise Level (L_{dn}). The CNEL descriptor requires that an artificial increment of 5 dBA be added to the actual noise level for the hours from 7:00 p.m. to 10:00 p.m. and 10 dBA for the hours from 10:00 p.m. to 7:00 a.m. The L_{dn} descriptor uses the same methodology except that there is no artificial increment added to the hours between 7:00 p.m. and 10:00 p.m. Both descriptors give roughly the same 24-hour level with the CNEL being only slightly more restrictive (i.e., higher).

Psychological and Physiological Effects of Noise

Physical damage to human hearing begins at prolonged exposure to noise levels higher than 85 dBA. Exposure to high noise levels affects our entire system, with prolonged noise exposure in excess of 75 dBA increasing body tensions, and thereby affecting blood pressure, functions of the heart and the nervous system. In comparison, extended periods of noise exposure above 90 dBA could result in permanent hearing damage. When the noise level reaches 120 dBA, a tickling sensation occurs in the human ear even with short-term exposure. This level of noise is called the threshold of feeling. As the sound reaches 140 dBA, the tickling sensation is replaced by the feeling of pain in the ear. This is called the threshold of pain. *Table 4.10-1* shows typical noise levels from familiar noise sources.

Table 4.10-1: Typical Noise Levels

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
Onset of physical discomfort	120+	
	110	Rock Band (near amplification system)
Jet Flyover at 1,000 feet	100	
Gas Lawn Mower at three feet	90	
Diesel Truck at 50 feet, at 50 mph	80	Food Blender at 3 feet Garbage Disposal at 3 feet
Noisy Urban Area, Daytime	70	Vacuum Cleaner at 10 feet Normal speech at 3 feet
Commercial Area Heavy Traffic at 300 feet	60	Large Business Office
Quiet Urban Daytime	50	Dishwasher Next Room
Quiet Urban Nighttime	40	Theater, Large Conference Room (background)
Quiet Suburban Nighttime	30	Library
Quiet Rural Nighttime	20	Bedroom at Night, Concert Hall (background)
	10	Broadcast/Recording Studio
Lowest Threshold of Human Hearing	0	Lowest Threshold of Human Hearing

Source: California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, September 2013.

Vibration Fundamentals

Vibration is an oscillating motion in the earth. Like noise, vibration is transmitted in waves, but in this case through the earth or solid objects. Unlike noise, vibration is typically of a frequency that is felt rather than heard.

Vibration can be either natural as in the form of earthquakes, volcanic eruptions, landslides, or man-made as from explosions, heavy machinery or trains. Both natural and man-made vibration may be continuous such as from operating machinery, or impulsive as from an explosion.

As with noise, vibration can be described by both its amplitude and frequency. Amplitude may be characterized in three ways including displacement, velocity, and acceleration. Particle displacement is a measure of the distance that a vibrated particle travels from its original position and for the purposes of soil displacement is typically measured in inches or millimeters. Particle velocity is the rate of speed at which soil particles move in inches per second or millimeters per second. Particle acceleration is the rate of change in velocity with respect to time and is measured in inches per second or millimeters per second. Typically, particle velocity (measured in inches per second) and/or acceleration (measured in gravities) are used to describe vibration. Table 4.10-2 presents the human reaction to various levels of peak particle velocity (PPV).

Table 4.10-2: Human Reaction to Typical Vibration Levels

Vibration Level Peak Particle Velocity (in/sec)	Human Reaction	Effect on Buildings
0.006–0.019	Threshold of perception, possibility of intrusion	Vibrations unlikely to cause damage of any type
0.08	Vibrations readily perceptible	Recommended upper level of vibration to which ruins and ancient monuments should be subjected
0.10	Level at which continuous vibration begins to annoy people	Virtually no risk of “architectural” (i.e., not structural) damage to normal buildings
0.20	Vibrations annoying to people in buildings	Threshold at which there is a risk to “architectural” damage to normal dwelling – houses with plastered walls and ceilings
0.4–0.6	Vibrations considered unpleasant by people subjected to continuous vibrations and unacceptable to some people walking on bridges	Vibrations at a greater level than normally expected from traffic, but would cause “architectural” damage and possibly minor structural damage
Source: California Department of Transportation, <i>Technical Noise Supplement to the Traffic Noise Analysis Protocol</i> , September 2013.		

The way in which vibration is transmitted through the earth is called propagation. As vibration waves propagate from a source, the energy is spread over an ever-increasing area such that the energy level striking a given point is reduced with the distance from the energy source. This geometric spreading loss is inversely proportional to the square of the distance. Wave energy is also reduced with distance as a result of material damping in the form of internal friction, soil layering, and void spaces. The amount of attenuation provided by material damping varies with soil type and condition as well as the frequency of the wave.

4.10.2 Regulatory Setting

To limit population exposure to physically and/or psychologically damaging as well as intrusive noise levels, the federal government, the State of California, various county governments, and most municipalities in the state have established standards and ordinances to control noise.

Federal

While there are no federal regulations directly applicable to implementation of the Project under CEQA, the federal government regulates occupational noise exposure common in the workplace through the Occupational Health and Safety Administration (OSHA) under the EPA. Such limitations would apply to the operation of construction equipment and would also apply to any proposed industrial warehouse land uses. Noise exposure of this type is dependent on work conditions and is addressed through a facility's Health and Safety Plan, as required under OSHA, and is, therefore, not addressed further in this analysis.

State

General Plan Guidelines

The State of California, through its General Plan Guidelines, discusses how ambient noise should influence land use and development decisions and includes a table of normally acceptable, conditionally acceptable, normally unacceptable, and clearly unacceptable uses at different noise levels expressed in CNEL. A conditionally acceptable designation implies new construction or development should be undertaken only after a detailed analysis of the noise reduction requirements for each land use is made and needed noise insulation features are incorporated in the design. By comparison, a normally acceptable designation indicates that standard construction can occur with no special noise reduction requirements. Local municipalities adopt these compatibility standards as part of their General Plan and modify them as appropriate for their local environmental setting.

California Building Code

The California Building Code (CBC), Title 24, Part 2, Volume 1, Chapter 12, Interior Environment, §1207.11.2, *Allowable Interior Noise Levels*, requires that interior noise levels attributable to exterior sources shall not exceed 45 dB in any habitable room. The noise metric is evaluated as either the day-night average sound level (L_{dn}) or the community noise equivalent level (CNEL), consistent with the noise element of the local general plan.

The State of California's noise insulation standards for nonresidential uses are codified in the California Code of Regulations, Title 24, Building Standards Administrative Code, Part 11, California Green Building Standards Code (CALGreen). CALGreen noise standards are applied to new or renovation construction projects in California to control interior noise levels resulting from exterior noise sources. Proposed projects may use either the prescriptive method (§5.507.4.1) or the performance method (§5.507.4.2) to show compliance. Under the prescriptive method, a project must demonstrate transmission loss ratings for the wall and roof-ceiling assemblies and exterior windows when located within a noise environment of 65 dBA CNEL or higher. Under the performance method, a project must demonstrate that interior noise levels do not exceed 50 dBA L_{eq(1hr)}.

Local Noise Standards

City of Ontario – The Ontario Plan Safety Element

The Safety and Land Use Elements of The Ontario Plan (TOP) set forth goals, policies, and land use guidelines to protect residential neighborhoods and noise-sensitive receptors from excessive noise levels.

The City uses the Noise Level Exposure and Land Use Compatibility Guidelines (shown in Table 4.10-3 below) when siting new development and making land use decisions.

Table 4.10-3: Noise Level Exposure and Land Use Compatibility Guidelines

Land Use Categories		Community Noise Equivalent Level (CNEL)			
Category	Uses	Clearly Acceptable ¹	Normally Acceptable ²	Normally Unacceptable ³	Clearly Unacceptable ⁴
Residential/Lodging	Single Family/Duplex	<60	60-65	65-70	70-85
	Multi-Family	<60	60-65	65-75	75-85
	Mobile Homes	<60	60-65	-	65-85
	Hotel/Motel	<65	65-70	70-80	80-85
Public/Institutional	Schools/Hospitals	<60	60-65	65-70	70-85
	Churches/Libraries	<60	60-65	65-70	70-85
	Auditoriums/Concert Halls	<55	55-60	60-70	70-85
Commercial	Offices	<65	65-75	75-80	80-85
	Retail	<70	70-75	75-80	80-85
Industrial	Manufacturing	<70	70-75	75-85	-
	Warehousing	<70	70-80	80-85	-
Recreational/Open Space	Parks/Playgrounds	<65	65-70	70-75	75-85
	Golf Course/Riding Stables	<65	65-70	70-75	75-85
	Outdoor Spectator Sports	<60	60-65	65-70	
	Outdoor Music Shells/Amphitheaters	-	<60	60-65	65-85
	Livestock/Wildlife Preserves	<70	-	70-75	75-85
	Crop Agriculture	<55-85	-	-	-

Source: The Ontario Plan

¹ No special noise insulation required, assuming buildings of normal conventional construction.

² Acoustical reports will be required for major new residential construction. Conventional construction with closed windows and fresh air supply systems of air conditions will normally suffice

³ New construction should be discouraged. Noise/aviation easements required for all new construction. If new construction does proceed, a detailed analysis of noise reduction requirements must be made, and necessary noise insulation features included.

⁴ No new construction should be permitted.

The following goals and policies from TOP Safety Element are directly relevant to the proposed project:

- Goal S4** **An environment where noise does not adversely affect the public’s health, safety, and welfare**
- Goal S4-1** **Noise Mitigation. Utilize the City’s Noise Ordinance, building codes and subdivision and development codes to mitigate noise impacts.**
- Goal S4-2** **Coordination with Transportation Authorities. Collaborate with airport owners, FAA, Caltrans, SANBAG, SCAG, neighboring jurisdictions, and other transportation providers in the preparation and maintenance of, and updates to transportation related plans to minimize noise impacts and provide appropriate mitigation measures.**
- Goal S4-4** **Truck Traffic. Manage truck traffic to minimize noise impacts on sensitive land uses.**
- Goal S4-5** **Roadway Design. Design streets and highways to minimize noise impacts.**

Municipal Code Standards

The City of Ontario enforces noise limits through the Municipal Code Chapter 29, *Noise*. Table 4.10-4 summarizes the City of Ontario’s noise limits.

Table 4.10-4: Exterior Noise Standards – City of Ontario

Land Use	Allowed Equivalent Noise Level, Leq	
	7:00 AM to 10:00 PM	10:00 PM to 7:00 AM
Single-Family Residential	65 dBA	45 dBA
Multi-Family Residential, Mobile Home Parks	65 dBA	50 dBA
Commercial Property	65 dBA	60 dBA
Residential Portion of Mixed Use	70 dBA	70 dBA
Manufacturing and Industrial, Other Uses	70 dBA	70 dBA

Source: City of Ontario Municipal Code, Chapter 29 *Noise – Section 5-29.04 Exterior Noise Standards*, 2020.

The noise limits summarized in Table 4.10-4 are subject to the following:

- The noise standard for the applicable zone for any fifteen-minute (15) period; and
- A maximum instantaneous (single instance) noise level equal to the value of the noise standard plus twenty (20) dBA for any period of time (measured using A-weighted slow response).
- In the event the ambient noise level exceeds the noise standard, the maximum allowable noise level under such category shall be increased to reflect the maximum ambient noise level.
- The Noise Zone IV (residential portion of mixed use) standard shall apply to that portion of residential property falling within one hundred (100) feet of a commercial property or use, if the noise originates from that commercial property or use.
- If the measurement location is on a boundary between two (2) different noise zones, the lower noise level standard applicable to the noise zone shall apply.
- Section 5-29.11, the noise standards assigned to Noise Zone I (single-family residential) also apply to the outdoor use area of any school, day care center, hospital or similar health care institution, library or museum while it is in use.
- Section 5-29.06(e), noise sources associated with construction, repair, remodeling, demolition or grading of a public right-of-way is exempt from the provisions of the Municipal Code.
- Section 5-29.09 addresses construction noise and states that no person, while engaged in construction, remodeling, digging, grading, demolition or any other related building activity, shall operate any tool, equipment or machine in a manner that produces loud noise that disturbs a person of normal sensitivity who works or resides in the vicinity, or a Police or Code Enforcement Officer, on any weekday except between the hours of 7:00 AM and 6:00 PM or on Saturday or Sunday between the hours of 9:00 AM and 6:00 PM.

City of Chino

The City of Chino enforces noise limits through the Municipal Code Chapter 9.40, *Noise*. Table 4.10-5 summarizes the City of Chino’s noise limits for residential, school, and hospital (or similar health care institution) properties.

Table 4.10-5: Exterior Noise Standards – City of Chino

Time Period	Noise Level (dBA)				
	L50 ¹	L25 ²	L8 ³	L2 ⁴	Lmax ⁵
7:00 a.m.–10:00 p.m.	55	60	65	70	75
10:00 p.m.–7:00 a.m.	50	55	60	65	70

Source: City of Chino Municipal Code, Chapter 9.40 *Noise – Section 9.40.040 Exterior Noise Standards, Section 9.40.070 Schools, Churches, Libraries, Health Care Institutions – Special Provisions*, 2020.

Note: A 5 dBA penalty shall be applied in the event of an alleged offensive noise such as impact noise, simple tones, speech, music, or any combination of thereof. The noise standards shall not exceed

¹ The noise standard for a cumulative period of more than 30 minutes in any hour; or

² The noise standard plus 5 dBA for a cumulative period of more than 15 minutes in any hour; or

³ The noise standard plus 10 dBA for a cumulative period of more than 5 minutes in any hour; or

⁴ The noise standard plus 15 dBA for a cumulative period of more than 1 minute in any hour; or

⁵ The noise standard plus 20 dBA for any period of time.

The noise limits summarized in *Table 4.10-5* are subject to the following:

- Each of the noise limits specified in *Table 4.10-5* shall be reduced by 5 dBA for impulse or simple tone noises, or for noises consisting of speech or music; provided, however, that if the ambient noise level exceeds the resulting standard, the ambient shall be the standard.
- In the event the ambient noise level exceeds any of the first four noise limit categories above, the cumulative period applicable to said category shall be increased to reflect said ambient noise level. In the event the ambient noise level exceeds the fifth noise category, the maximum allowable noise level under said category shall be increased to reflect the maximum ambient noise level.
- If the measurement location is on a boundary between two different noise zones, the lower noise level standard applicable to the noise zone shall apply.
- Construction activity is exempt from the provisions of the Municipal Code between the hours of 7:00 AM and 8:00 PM Monday through Saturday, with no construction allowed on Sundays and federal holidays pursuant to §9.40.060 and §15.44.030 of the Chino Municipal Code. The construction noise standard is 65 dBA at the affected residential property line.
- Section 9.40.110 of the Chino Municipal Code sets the threshold of vibration perception at no more than 0.05 inches/second RMS vertical velocity (equivalent to 94 VdB).

Existing Conditions

Mobile Noise Sources

Existing roadway noise levels were calculated for the roadway segments in the Project vicinity. This task was accomplished using the Federal Highway Administration (FHWA) Highway Traffic Noise Prediction Model (FHWA-RD-77-108) and existing traffic volumes from the Traffic Impact Study (see Appendix I). The noise prediction model calculates the average noise level at specific locations based on traffic volumes, average speeds, roadway geometry, and site environmental conditions. The average vehicle noise rates (also referred to as energy rates) used in the FHWA model have been modified to reflect average vehicle noise rates identified for California by the California Department of Transportation (Caltrans). The Caltrans data indicates that California automobile noise is 0.8 to 1.0 dBA higher than national levels and that medium and heavy truck noise is 0.3 to 3.0 dBA lower than national levels. The average daily noise levels

along roadway segments in proximity to the Project site are included in Table 4.10-6: Existing Traffic Noise Levels. As shown in Table 4.10-6, existing traffic noise levels in the Project vicinity range between 57.1 dBA CNEL and 73.3 dBA CNEL.

Table 4.10-6: Existing Traffic Noise Levels

Roadway Segment	ADT	dBA CNEL ¹
Edison Avenue		
between Pipeline Ave and Ramona Ave	32,508	72.1
between Ramona Ave and Central Ave	27,271	71.0
between Central Ave and Mountain Ave	21,446	70.1
between Mountain Ave and San Antonio Ave	25,129	70.7
between San Antonio Ave and Euclid Ave	20,675	69.8
between Euclid Ave and Bon View Ave	17,782	69.8
between Bon View Ave and Grove Ave	12,499	68.3
between Grove Ave and Walker Ave	13,701	68.7
between Walker Ave and Vineyard Ave	12,251	68.2
between Vineyard Ave and Archibald Ave	18,110	69.9
Riverside Drive		
between Euclid Ave and Grove Ave	17,985	65.3
between Grove Ave and Archibald Ave	20,212	65.9
Chino Avenue		
between Euclid Ave and Grove Ave	7,833	61.6
between Grove Ave and Archibald Ave	4,454	59.1
Schaefer Avenue		
between Euclid Ave and Grove Ave	12,659	63.7
Eucalyptus Avenue		
between Euclid Ave and Bon View Ave	7,545	60.3
between Bon View Ave and Grove Ave	3,579	57.1
Merrill Avenue		
between Euclid Ave and Bon View Ave	11,206	67.8
between Bon View Ave and Grove Ave	12,133	68.1
between Grove Ave and Vineyard Ave	12,081	68.2
between Vineyard Ave and Carpenter Ave	13,217	68.6
between Carpenter Ave and Archibald Ave	11,885	68.0
Euclid Avenue		
between SR 60 Ramps and Walnut Ave	32,913	72.8
between Walnut Ave and Riverside Dr	31,777	73.0
between Riverside Dr and Chino Ave	28,828	71.9
between Chino Ave and Schaefer Ave	29,467	71.5
between Schaefer Ave and Edison Ave	31,494	73.3
between Edison Ave and Eucalyptus Ave	31,251	73.3
between Eucalyptus Ave and Merrill Ave	32,600	73.3
between Merrill Ave and Kimball Ave	21,360	71.3
Bon View Avenue		
between Edison Ave and Eucalyptus Ave	3,657	57.2
between Eucalyptus Ave and Merrill Ave	2,508	55.6
Grove Avenue		
between SR 60 Ramps and Walnut Ave	25,965	65.9
between Walnut Ave and Riverside Dr	20,649	64.9

Roadway Segment	ADT	dBA CNEL ¹
between Riverside Dr and Chino Ave	13,831	64.1
between Chino Ave and Schaefer Ave	9,090	62.2
between Schaefer Ave and Edison Ave	8,672	62.0
between Edison Ave and Eucalyptus Ave	7,980	61.7
between Eucalyptus Ave and Merrill Ave	7,967	61.7
Archibald Avenue		
between SR 60 Ramp and Riverside Dr	27,284	72.4
between Riverside Dr and Chino Ave	27,585	72.2
between Chino Ave and Schaefer Ave	24,458	72.5
between Schaefer Ave and Edison Ave	25,058	72.3
between Edison Ave and Eucalyptus Ave	24,863	72.3
between Eucalyptus Ave and Merrill Ave	26,427	72.6
between Merrill Ave and Limonite Ave	25,110	72.4
ADT = average daily trips; dBA = A-weighted decibels; CNEL= Community Equivalent Noise Level Traffic noise levels are at 100 feet from the roadway centerline.		
Source: Based on traffic data provided by Urban Crossroads (2021). Refer to Appendix H1 for traffic noise modeling results.		

Chino Airport

The Project site is located directly north of the Chino Airport. Due to the orientation of the runways, only a small portion of the southeast corner of the Project site falls within the 55 dBA CNEL noise contour¹. As shown in Table 4.10-6, existing traffic noise exceeds the 55 dBA noise level generated by the airport. Therefore, the Chino Airport would not be a significant source of noise for the Project site.

Ambient Noise Measurements

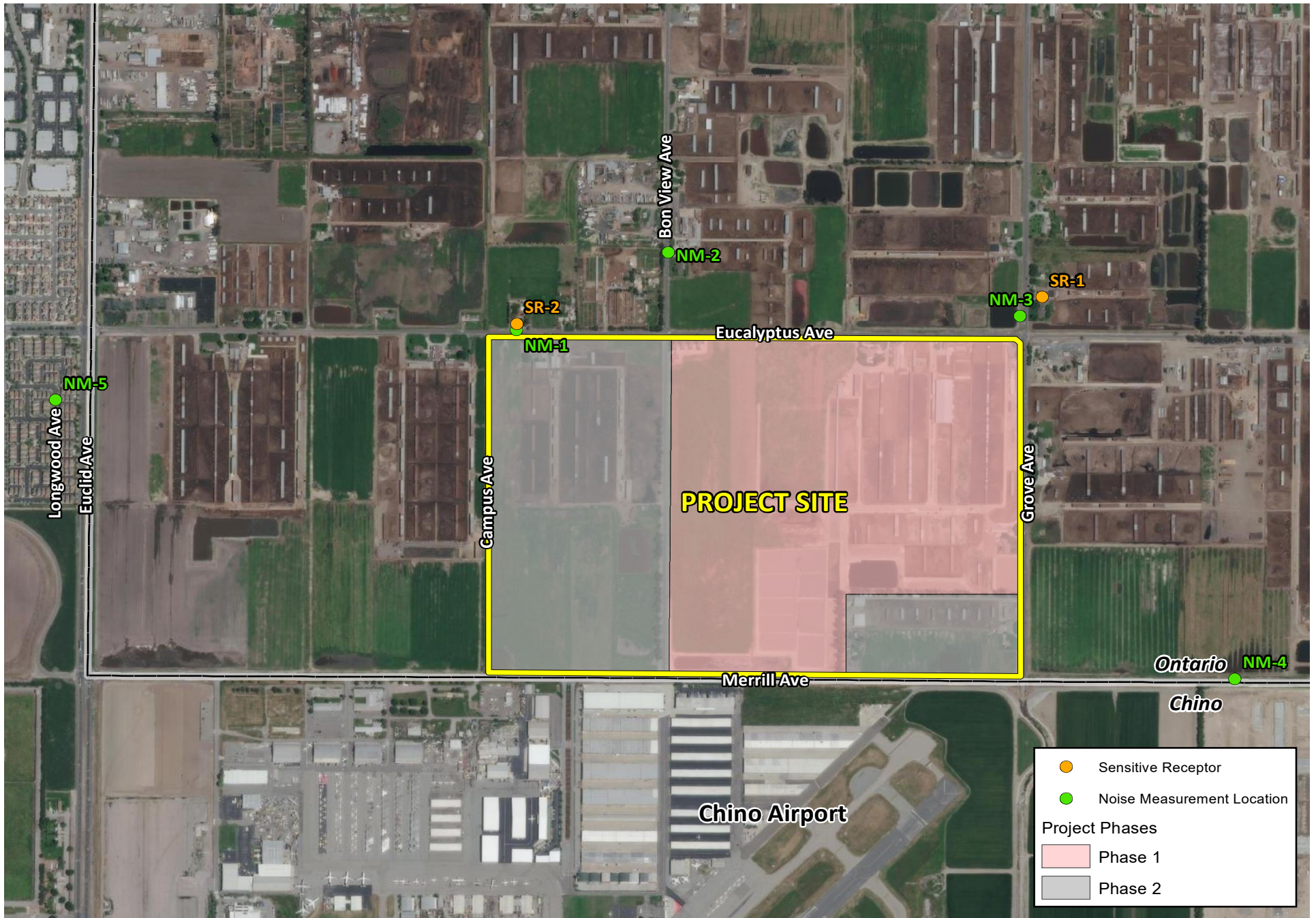
The Project site currently contains land used for dairy farming. To quantify existing ambient noise levels in the Project area, Kimley-Horn conducted five short-term noise measurements on February 25, 2021; see *Appendix H1*. The noise measurement sites were representative of typical existing noise exposure within and immediately adjacent to the Project site. The 10-minute measurements were taken between 3:58 p.m. and 5:31 p.m. near potential sensitive receptors. Short-term Leq measurements are considered representative of the noise levels throughout the day. The noise levels and sources of noise measured at each location are listed in *Table 4.10-7, Existing Noise Measurements* and shown on *Figure 4.10-1, Noise Measurement and Sensitive Receptor Locations*.

Table 4.10-7: Existing Noise Measurements

Monitoring Location	Description	Leq (dBA)	Lmin (dBA)	Lmax (dBA)	Time
NM-1	South side of Eucalyptus Ave near residence	68.7	45.7	82.7	3:58-4:08 p.m.
NM-2	West side of Bon View Ave near truck storage area	65.2	45.5	79.1	4:15-4:25 p.m.
NM-3	East side of Grove Ave near residence	73.4	54.2	90.3	4:30-4:40 p.m.
NM-4	South side of Merrill Ave, east of the airport	74.2	52.0	86.9	4:54-5:04 p.m.
NM-5	Longwood Ave, in residential neighborhood	49.4	40.3	65.9	5:21-5:31 p.m.
Source: Kimley-Horn refer to Appendix H1					

¹ Riverside County Airport Land Use Compatibility Plan Policy Document (adopted September 2008) Map CH-3

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Source: ERSI World Imagery (2021)

Figure 4.10-1: Noise Measurement and Sensitive Receptor Locations
South Ontario Logistics Center Specific Plan



Not to Scale

Kimley»Horn

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Sensitive Receptors

The Project site is an existing dairy farm bounded by Grove Avenue to the east, Merrill Avenue to the south, and Eucalyptus to the north. The nearest sensitive receptors are the single-family residences located across the street from the Project site, along Eucalyptus Avenue and Grove Avenue to the north and east. The houses directly east of Project along Grove Avenue are the nearest receptors to Phase 1, approximately 150 feet (46 meters) from the Phase 1 Project boundary. The nearest sensitive receptor from Phase 2 of the Project are the houses along the opposite side of Eucalyptus Avenue to the north, approximately 85 feet (26 meters) from Phase 2 Project boundary.

4.10.3 Thresholds of Significance

According to Appendix G of the State CEQA Guidelines, a project would normally have a significant effect on the environment if the project would result in:

- 1) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.
- 2) Generation of excessive groundborne vibration or groundborne noise levels.
- 3) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels.

Construction Noise

City of Chino

The City of Chino has set a noise limit to construction noise at 65 dBA at the affected residential property line.

City of Ontario

The City of Ontario has not established noise limits for temporary construction activities. Therefore, for the purposes of this analysis, the 65 dBA threshold from the City of Chino, located directly adjacent to the southern Project boundary, is used to analyze construction noise impacts to affected residences in the City of Ontario.

Stationary Noise

City of Ontario

As discussed above in *Section 4.10.2, Regulatory Setting*, the City's noise ordinance (Chapter 29, *Noise*, of the Municipal Code) establishes noise level standards at receiving residential, school, daycare, hospital, library and museum land uses (see *Table 4.10-4*). These noise limits are used as significance thresholds for stationary noise sources.

Vibration

Architectural Damage

The cities of Ontario and Chino do not have established vibration damage criteria, therefore the United States Department of Transportation Federal Transit Administration (FTA) criteria for acceptable levels of ground-borne vibration for various types of buildings is used for this analysis. Structures that amplify ground borne vibration and wood-frame buildings, such as typical residential structures, are more affected by ground vibration than heavier buildings. The level at which ground borne vibration is strong enough to cause architectural damage has not been determined conclusively. The most conservative estimates are reflected in the FTA standards shown in *Table 4.10-8*.

Table 4.10-8: Ground borne Vibration Criteria: Architectural Damage

Building Category	PPV (in/sec)
I. Reinforced concrete, steel, or timber (no plaster)	0.5
II. Engineered concrete and masonry (no plaster)	0.3
III. Non-engineered timber and masonry buildings	0.2
IV. Buildings extremely susceptible to vibration damage	0.12

Source: Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, September 2018.

Vibration Annoyance

Section 9.40.110 of the Chino Municipal Code sets the threshold of vibration perception at no more than 0.05 inches per second root mean squared (RMS) vertical velocity (equivalent to 94 VdB²). Therefore, the potential for vibration annoyance is assessed using 94 VdB as a threshold in this analysis.

4.10.4 Project Impacts and Mitigation

Methodology

Construction

Construction noise levels were based on typical noise levels generated by construction equipment published by the FTA and FHWA. Construction noise is assessed in dBA Leq. This unit is appropriate because Leq can be used to describe noise level from operation of each piece of equipment separately, and levels can be combined to represent the noise level from all equipment operating during a given period.

Construction noise modeling was conducting using the FHWA Roadway Construction Noise Model (RCNM). Reference noise levels are used to estimate operational noise levels at nearby sensitive receptors based on a standard noise attenuation rate of 6 dB per doubling of distance (line-of-sight method of sound attenuation for point sources of noise). Noise level estimates do not account for the presence of intervening structures or topography, which may reduce noise levels at receptor locations. Therefore, the noise levels presented herein represent a conservative, reasonable worst-case estimate of actual temporary construction noise.

Operations

The analysis of the Without Project and With Project noise environments is based on noise prediction modeling and empirical observations. Reference noise level data are used to estimate the Project operational noise impacts from stationary sources. Noise levels are collected from field noise measurements and other published sources from similar types of activities are used to estimate noise levels expected with the Project's stationary sources. The reference noise levels are used to represent a worst-case noise environment as noise level from stationary sources can vary throughout the day. Operational noise is evaluated based on the standards within the City's Noise Ordinance and TOP. The Without Project and With Project traffic noise levels in the Project vicinity were calculated using the FHWA Highway Noise Prediction Model (FHWA-RD-77-108).

Vibration

Groundborne vibration levels associated with construction-related activities for the Project were evaluated utilizing typical groundborne vibration levels associated with construction equipment, obtained from FTA published data for construction equipment. Potential groundborne vibration impacts related to building/structure damage and interference with sensitive existing operations were evaluated, considering the distance from construction activities to nearby land uses and typically applied criteria. Construction vibration levels were calculated using the following formula:

$$PPV_{\text{equip}} = PPV_{\text{ref}} \times (25/D)^{1.5}$$

where: PPV_{equip} = the peak particle velocity in in/sec of the equipment adjusted for the distance
 PPV_{ref} = the reference vibration level in in/sec from Table 7-4 of the Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, 2018.
D = the distance from the equipment to the receiver

Impact Analysis

Impact 4.10-1: *Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

Level of Significance: Less Than Significant Impact

Specific Plan – Phase 1

Construction

Construction noise typically occurs intermittently and varies depending on the nature or phase of construction (e.g., land clearing, grading, excavation, paving). Noise generated by construction equipment, including earth movers, material handlers, and portable generators, can reach high levels. During construction, exterior noise levels could affect the residential neighborhoods surrounding the construction site. The nearest sensitive receptors to the Phase 1 construction area is an existing residential residence located approximately 200 feet from the Project boundary, on the northeast corner of Grove Avenue and Eucalyptus Avenue.

Phase 1 construction activities would include demolition, site preparation, grading, building construction, paving, and architectural coating. Such activities would require industrial saws, excavators, and dozers during demolition; dozers and tractors during site preparation; excavators, graders, and dozers during grading; cranes, forklifts, generators, tractors, and welders during building construction; pavers, rollers, mixers, and paving equipment during paving; and air compressors during architectural coating. Typical operating cycles for these types of construction equipment may involve 1 or 2 minutes of full power operation followed by 3 to 4 minutes at lower power settings. Other primary sources of acoustical disturbance would be random incidents, which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts). Noise generated by construction equipment, including earth movers, material handlers, and portable generators, can reach high levels. Typical noise levels associated with individual construction equipment are listed in *Table 4.10-9: Typical Construction Noise Levels*. Equipment noise levels at 150 feet and 85 feet, the distance to the nearest sensitive receptors during Phase 1 and Phase 2 construction activities are included in *Table 4.10-9*.

Table 4.10-9: Typical Construction Noise Levels

Equipment	Typical Noise Level (dBA) at 50 feet from Source	Phase 1	Phase 2
		Typical Noise Level (dBA) at 150 feet from Source ¹	Typical Noise Level (dBA) at 85 feet from Source ¹
Air Compressor	80	70	75
Backhoe	80	70	75
Compactor	82	72	77
Concrete Mixer	85	75	80
Concrete Pump	82	72	77
Concrete Vibrator	76	66	71
Crane, Mobile	83	73	78
Dozer	85	75	80
Generator	82	72	77
Grader	85	75	80
Impact Wrench	85	75	80
Jack Hammer	88	78	83
Loader	80	70	85
Paver	85	75	80
Pneumatic Tool	85	75	80
Pump	77	67	72
Roller	85	75	80
Saw	76	66	71
Scraper	85	75	80
Shovel	82	72	77
Truck	84	74	79

Source: Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, September 2018.

The City of Ontario has not established noise limits for temporary construction activities. Therefore, for the purposes of this analysis, the City of Chino threshold of 65 dBA at the affected residential property is used to analyze construction noise impacts to affected residences in the City of Ontario. Chino city limits are also adjacent to the southern boundary of the Project. As shown in *Table 4.10-9*, if construction equipment remained stationary and was located at the Project boundary nearest to the closest sensitive receptor construction noise could exceed the City’s 65 dBA threshold. However, construction equipment

will be moving throughout the site and all stationary equipment is located away from sensitive receptors as a best practice.

Following FTA’s methodology for quantitative construction noise assessments, FHWA’s Roadway Construction Noise Model (RCNM) was used to predict construction noise. The noise levels calculated in *Table 4.10-10, Phase 1 Construction Noise Levels at Nearest Receptor*, show estimated exterior construction noise. Following FTA methodology, when calculating construction noise, all equipment is assumed to operate at the center of the Project because equipment would operate throughout the Project site and not at a fixed location for extended periods of time. It was assumed that all Project demolition would occur during Phase 1, therefore, the distance used in the RCNM model for demolition was 1,831 feet because the center of the entire site would be used and the nearest receptor would be located to the north along Eucalyptus Avenue. For the remaining construction phases, the distance used in the RCNM model was 2,188 feet, measured from the center of the Phase 1 area to the nearest sensitive receptor located on the northeast corner of Grove Avenue and Eucalyptus Avenue.

Table 4.10-10: Phase 1 Construction Noise Levels at Nearest Receptor

Construction Phase	Modeled Exterior Construction Noise Level at Nearest Residence (dBA L _{eq})	Noise Threshold (dBA L _{eq})	Exceed Threshold?
Demolition	55.2	65	No
Site Preparation	54.8	65	No
Grading	56.0	65	No
Construction/Paving/ Painting	54.8	65	No

Source: Federal Highway Administration, *Roadway Construction Noise Model*, 2006. Refer to Appendix H for noise modeling results.

As shown in *Table 4.10-10*, construction noise would not exceed the 65 dBA threshold at residential properties. In addition, compliance with the Municipal Code would minimize impacts from construction noise by limiting construction to daytime hours on weekdays and Saturdays. Phase 1 construction activities would result in a less than significant noise impact.

Operations

Implementation of the proposed Project would create new sources of noise in the Project vicinity. The major noise sources associated with the Project that would potentially impact existing nearby residences include stationary noise equipment (i.e., trash compactors, air conditioners, etc.); truck and loading dock (i.e., slow moving truck on the site, maneuvering and idling trucks, equipment noise); parking areas (i.e., car door slamming, car radios, engine start-up, and car pass-by); and off-site traffic noise.

Mechanical Equipment

The nearest sensitive receptor to the Phase 1 Project site is the residence on the northeast corner of Grove Avenue and Eucalyptus Avenue, approximately 200 feet from the Project boundary. Potential stationary noise sources related to long-term operation of the Project would include mechanical equipment. Mechanical equipment (e.g., heating ventilation and air conditioning [HVAC] equipment) typically generates noise levels of approximately 52 dBA at 50 feet. Based on preliminary site plans, the nearest potential location for a HVAC unit would be on the roof of Building 8, approximately 320 feet from the

nearest residential property. HVAC noise levels would attenuate by the distance to approximately 35.9 dBA, which is well below the City's 65 dBA daytime and 45 dBA nighttime noise standards for residential uses (refer to *Table 4.10-4, Exterior Noise Standards – City of Ontario*). Operation of mechanical equipment would not increase ambient noise levels beyond the acceptable compatible land use noise levels.

Truck and Loading Dock Noise

During loading and unloading activities, noise would be generated by the trucks' diesel engines, exhaust systems, and brakes during low gear shifting' braking activities; backing up toward the docks; dropping down the dock ramps; and maneuvering away from the docks. The nearest loading/unloading activities to residential properties would occur on the northern edge of the Project site at the business park area, buildings five through eight.

The proposed Project buildings include dock-high doors for truck loading/unloading and manufacturing/light industrial operations. The nearest dock-high doors to residences are located approximately 223 feet from the Project property line and are oriented to the south, away from the residences to the north. Loading dock noise is approximately 68 dB at 30 feet. Loading dock noise levels would be approximately 42.6 dBA after accounting for distance and the intervening structures. Furthermore, loading dock doors would be surrounded with protective aprons, gaskets, or similar improvements that, when a trailer is docked, would serve as a noise barrier between the interior warehouse activities and the exterior loading area. This would attenuate noise emanating from interior activities, and as such, interior loading and associated activities would be permissible during all hours of the day. Therefore, noise levels associated with truck loading/unloading activities would not exceed the City's 65 dBA daytime and 45 dBA nighttime noise standards when measured at the nearest residential uses.

Parking Noise

Phase 1 of the Project would provide 1,241 parking stalls, 511 trailers stalls, and 446 dock doors. Parking stalls would be located on all sides of the proposed buildings except the north side of the business park buildings which face the residential properties. Nominal parking noise would occur within the on-site parking facilities. Traffic associated with parking lots is typically not of sufficient volume to exceed community noise standards, which are based on a time-averaged scale such as the CNEL scale. The instantaneous maximum sound levels generated by a car door slamming, engine starting up, and car pass-bys range from 53 to 61 dBA; however due to the orientation of the buildings, sensitive receptors would be shielded from parking lot noise. It should be noted that parking lot noises are instantaneous noise levels compared to noise standards in the hourly L_{eq} metric, which are averaged over the entire duration of a time period.

Off-Site Traffic Noise

Implementation of Phase 1 of the Project would generate increased traffic volumes along nearby roadway segments. According to the Traffic Impact Study, Phase 1 of the Project would generate 7,232 daily trips which would result in noise increases on Project area roadways. In general, a traffic noise increase of less

than 3 dBA is barely perceptible to people, while a 5-dBA increase is readily noticeable. Generally, traffic volumes on Project area roadways would have to approximately double for the resulting traffic noise levels to increase by 3 dBA. Therefore, permanent increases in ambient noise levels of less than 3 dBA are considered to be less than significant.

Traffic noise levels for roadways primarily affected by the Project were calculated using the FHWA’s Highway Noise Prediction Model (FHWA-RD-77-108). Traffic noise modeling was conducted for conditions with and without the Project, based on traffic volumes from the Traffic Impact Analysis. *Table 4.10-11, Phase 1 Opening Year and Opening Year Plus Project Traffic Noise Levels* demonstrates that opening year Phase 1 Project traffic-generated noise levels on Project area roadways would range between 63.6 dBA CNEL and 75.8 dBA CNEL at 100 feet from the centerline, and the Project would result in a maximum increase of 1.5 dBA CNEL along Grove Avenue. Phase 1 noise impacts from off-site traffic would be less than significant.

Table 4.10-11: Phase 1 Opening Year and Opening Year Plus Project Traffic Noise Levels

Roadway Segment	Opening Year		Opening Year Plus Project Phase 1		Project Change from No Build Conditions	Significant Impact?
	ADT	dBA CNEL ¹	ADT	dBA CNEL ¹		
Edison Avenue						
between Pipeline Ave and Ramona Ave	35,594	72.5	37,060	72.6	0.1	No
between Ramona Ave and Central Ave	30,069	71.5	31,535	71.7	0.2	No
between Central Ave and Mountain Ave	24,267	70.7	25,849	70.9	0.2	No
between Mountain Ave and San Antonio Ave	28,077	71.1	29,601	71.4	0.3	No
between San Antonio Ave and Euclid Ave	23,518	70.4	25,100	70.7	0.3	No
between Euclid Ave and Bon View Ave	20,537	70.4	22,119	70.7	0.3	No
between Bon View Ave and Grove Ave	13,541	68.6	16,361	69.4	0.8	No
between Grove Ave and Walker Ave	17,254	69.7	20,680	70.4	0.7	No
between Walker Ave and Vineyard Ave	13,278	68.5	14,896	69.0	0.5	No
between Vineyard Ave and Archibald Ave	22,724	70.9	25,112	71.3	0.4	No
Riverside Drive						
between Euclid Ave and Grove Ave	19,225	65.6	20,829	65.9	0.3	No
between Grove Ave and Archibald Ave	21,689	66.2	21,805	66.2	0.0	No
Chino Avenue						
between Euclid Ave and Grove Ave	8,463	61.9	8,741	62.1	0.2	No
between Grove Ave and Archibald Ave	4,726	59.4	5,756	60.3	0.9	No
Schaefer Avenue						
between Euclid Ave and Grove Ave	13,606	64.0	13,664	64.0	0.0	No
Eucalyptus Avenue						
between Euclid Ave and Bon View Ave	8,241	60.7	8,373	60.8	0.1	No
between Bon View Ave and Grove Ave	5,062	58.6	5,885	59.3	0.7	No
Merrill Avenue						
between Euclid Ave and Bon View Ave	15,993	69.3	17,127	70.1	0.8	No
between Bon View Ave and Grove Ave	17,267	69.7	19,604	70.6	0.9	No
between Grove Ave and Vineyard Ave	17,850	69.9	19,660	70.7	0.8	No
between Vineyard Ave and Carpenter Ave	19,794	70.3	21,604	71.1	0.8	No
between Carpenter Ave and Archibald Ave	17,643	69.8	19,453	70.6	0.8	No
Euclid Avenue						
between SR 60 Ramps and Walnut Ave	37,092	73.3	37,755	73.6	0.3	No
between Walnut Ave and Riverside Dr	37,825	73.7	38,873	74.0	0.3	No

Roadway Segment	Opening Year		Opening Year Plus Project Phase 1		Project Change from No Build Conditions	Significant Impact?
	ADT	dBA CNEL ¹	ADT	dBA CNEL ¹		
between Riverside Dr and Chino Ave	35,369	72.8	36,563	73.1	0.3	No
between Chino Ave and Schaefer Ave	36,157	72.4	37,335	72.7	0.3	No
between Schaefer Ave and Edison Ave	38,238	74.2	40,290	74.5	0.3	No
between Edison Ave and Eucalyptus Ave	38,050	74.1	39,228	74.4	0.3	No
between Eucalyptus Ave and Merrill Ave	38,452	74.0	40,876	74.4	0.4	No
between Merrill Ave and Kimball Ave	26,636	72.3	28,706	72.8	0.5	No
Bon View Avenue						
between Edison Ave and Eucalyptus Ave	4,542	58.1	4,600	58.2	0.1	No
between Eucalyptus Ave and Merrill Ave	3,322	56.8	3,380	56.9	0.1	No
Grove Avenue						
between SR 60 Ramps and Walnut Ave	28,138	66.2	29,158	66.4	0.2	No
between Walnut Ave and Riverside Dr	22,726	65.3	24,368	65.6	0.3	No
between Riverside Dr and Chino Ave	15,533	64.6	17,323	65.0	0.4	No
between Chino Ave and Schaefer Ave	10,733	63.0	14,551	64.3	1.3	No
between Schaefer Ave and Edison Ave	10,290	62.8	14,036	64.1	1.3	No
between Edison Ave and Eucalyptus Ave	9,621	62.5	13,661	64.0	1.5	No
between Eucalyptus Ave and Merrill Ave	11,667	63.3	14,063	64.1	0.8	No
Archibald Avenue						
between SR 60 Ramp and Riverside Dr	31,490	73.0	32,484	73.2	0.2	No
between Riverside Dr and Chino Ave	31,837	72.9	33,025	73.1	0.2	No
between Chino Ave and Schaefer Ave	28,878	73.2	29,874	73.5	0.3	No
between Schaefer Ave and Edison Ave	30,431	73.1	31,845	73.4	0.3	No
between Edison Ave and Eucalyptus Ave	30,225	73.1	31,639	73.5	0.4	No
between Eucalyptus Ave and Merrill Ave	31,590	73.4	33,400	73.7	0.3	No
between Merrill Ave and Limonite Ave	30,123	73.2	31,537	73.5	0.3	No
ADT = average daily trips; dBA = A-weighted decibels; CNEL= Community Equivalent Noise Level						
1. Traffic noise levels are at 100 feet from the roadway centerline.						
Source: Based on traffic data provided by Urban Crossroads (2021). Refer to Appendix H1 for traffic noise modeling results.						

Future Development Areas - Phase 2

Construction

Analyzed as a worst-case scenario, Phase 2 construction activities are assumed to be similar to Phase 1, and would include site preparation, grading, building construction, paving, and architectural coating. Such activities would require dozers and tractors during site preparation; excavators, graders, and dozers during grading; cranes, forklifts, generators, tractors, and welders during building construction; pavers, rollers, mixers, and paving equipment during paving; and air compressors during architectural coating. The nearest sensitive receptors to the Phase 2 construction area are existing residential properties located approximately 85 feet from the Project boundary, on the north side of Eucalyptus Avenue. Typical noise levels associated with individual construction equipment are listed in *Table 4.10-9, Typical Construction Noise Levels*.

As discussed previously, the City of Ontario has not established noise limits for temporary construction activities. Therefore, for the purpose of this analysis, the City of Chino threshold of 65 dBA at the affected

residential property is also used to analyze construction noise impacts to affected residences in the City of Ontario.

The noise levels calculated in *Table 4.10-12, Phase 2 Construction Noise Levels at Nearest Receptor*, show estimated exterior construction noise. Following FTA methodology, when calculating construction noise, all equipment is assumed to operate at the center of the Project because equipment would operate throughout the Project site and not at a fixed location for extended periods of time. Therefore, the distances used in the RCNM model was 1,427 feet, measured from the center of the Phase 2 area to the nearest sensitive receptor located on the opposite side of Eucalyptus Avenue.

Table 4.10-12: Phase 2 Construction Noise Levels at Nearest Receptor

Construction Phase	Modeled Exterior Construction Noise Level at Nearest Residence (dBA L _{eq})	Noise Threshold (dBA L _{eq})	Exceed Threshold?
Site Preparation	58.5	65	No
Grading	59.7	65	No
Construction/Paving/ Painting	58.5	65	No

Source: Federal Highway Administration, *Roadway Construction Noise Model*, 2006. Refer to Appendix H1 for noise modeling results.

As shown in *Table 4.10-12*, construction noise would not exceed the 65 dBA threshold at residential properties. In addition, compliance with the Municipal Code would minimize impacts from construction noise by limiting construction to daytime hours on weekdays and Saturdays. Phase 2 construction activities would result in a less than significant noise impact.

Operations

As discussed under Phase 1, implementation of Phase 2 of the Project would also create new sources of noise in the project vicinity. The major noise sources associated with Phase 2 that would potentially impact existing nearby residences include stationary noise equipment (i.e., trash compactors, air conditioners, etc.); truck and loading dock (i.e., slow moving truck on the site, maneuvering and idling trucks, equipment noise); parking areas (i.e., car door slamming, car radios, engine start-up, and car pass-by); and off-site traffic noise. Noise levels on Project area roadways would range between 63.6 dBA CNEL and 75.9 dBA CNEL at 100 feet from the centerline, and the Project would result in a maximum increase of 1.6 dBA CNEL along Grove Avenue.

Mechanical Equipment

The nearest sensitive receptors to the Phase 2 Project site are the residences on the north side of Eucalyptus Avenue, approximately 85 feet from the Project boundary. Potential stationary noise sources related to long-term operation of the Project would include mechanical equipment. Mechanical equipment (e.g., HVAC equipment) typically generates noise levels of approximately 52 dBA at 50 feet. Although the site plan for Phase 2 has not been designed, as a worst-case scenario, the minimum setbacks permitted have been assumed for Phase 2 buildings located next to the nearest sensitive receptors (30

feet)². Therefore, the nearest potential location for a HVAC unit would be located approximately 125 feet from the nearest residential property. HVAC noise levels would attenuate by the distance to approximately 44.0 dBA, which is well below the City's 65 dBA daytime and 45 dBA nighttime noise standards for residential uses (refer to *Table 4.10-4, Exterior Noise Standards – City of Ontario*). Operation of mechanical equipment would not increase ambient noise levels beyond the acceptable compatible land use noise levels.

Truck and Loading Dock Noise

During loading and unloading activities, noise would be generated by the trucks' diesel engines, exhaust systems, and brakes during low gear shifting' braking activities; backing up toward the docks; dropping down the dock ramps; and maneuvering away from the docks. Although the site plan for Phase 2 has not been designed, for this analysis it has been assumed that Phase 2 buildings located nearest sensitive receptors would have a similar layout as those in Phase 1.

Assuming a similar design as Phase 1, dock-high doors for truck loading/unloading and manufacturing/light industrial operations would be oriented to the south and located approximately 223 feet from the nearest residence to the north. Loading dock noise levels would be approximately 42.6 dBA after accounting for distance and the intervening structures. Furthermore, loading dock doors would be surrounded with protective aprons, gaskets, or similar improvements that, when a trailer is docked, would serve as a noise barrier between the interior warehouse activities and the exterior loading area. This would attenuate noise emanating from interior activities, and as such, interior loading and associated activities would be permissible during all hours of the day. Therefore, noise levels associated with truck loading/unloading activities would not exceed the City's 65 dBA daytime and 45 dBA nighttime noise standards when measured at the nearest residential uses.

Parking Noise

Because Phase 2 of the Project has not been designed yet, this analysis assumes that parking area setbacks would be the minimum permitted under the business parkland use (20 feet)³ as proposed under Phase 2 and nearest to sensitive receptors. The Phase 2 business park is assumed to generate 135 vehicle trips during peak hours (refer to Appendix I). Based on distance and the number of vehicles, Phase 2 parking lot noise is calculated to be 41.3 dBA L_{eq} (refer to Appendix H) at the nearest receptor and would not exceed the City's noise standards.

Off-Site Traffic Noise

Implementation of Phase 2 of the Project would generate increased traffic volumes along nearby roadway segments. According to the Traffic Impact Study, the proposed Project would generate 5,214 daily trips which would result in noise increases on Project area roadways (refer to Phase 1 Off-Site Traffic Noise for additional discussion of traffic noise). As indicated in *Table 4.10-13, Phase 2 Opening Year Plus Project Traffic Noise Levels*, Project traffic-generated noise levels on Project area roadways would range between

² Ontario Development Code, https://www.ontarioca.gov/sites/default/files/Ontario-Files/Planning/Documents/chapter_6.0_-_development_and_subdivision_regulations_20151201.pdf Table 6.01-10: Industrial Zoning District Development Standards

³ Ibid

56.8 dBA CNEL and 74.4 dBA CNEL at 100 feet from the centerline, and the Project would result in a maximum increase of 1.0 dBA CNEL along Eucalyptus Avenue. Noise impacts from off-site traffic would be less than significant.

Table 4.10-13: Phase 2 Opening Year Plus Project Traffic Noise Levels

Roadway Segment	Opening Year		Opening Year Plus Project Phase 2		Project Change from No Build Conditions	Significant Impact?
	ADT	dBA CNEL ¹	ADT	dBA CNEL ¹		
Edison Avenue						
between Pipeline Ave and Ramona Ave	35,594	72.5	36,010	72.5	0.0	No
between Ramona Ave and Central Ave	30,069	71.5	30,485	71.5	0.0	No
between Central Ave and Mountain Ave	24,267	70.7	24,767	70.8	0.1	No
between Mountain Ave and San Antonio Ave	28,077	71.1	28,535	71.2	0.1	No
between San Antonio Ave and Euclid Ave	23,518	70.4	24,018	70.5	0.1	No
between Euclid Ave and Bon View Ave	20,537	70.4	21,037	70.5	0.1	No
between Bon View Ave and Grove Ave	13,541	68.6	14,419	68.9	0.3	No
between Grove Ave and Walker Ave	17,254	69.7	18,548	70.0	0.3	No
between Walker Ave and Vineyard Ave	13,278	68.5	13,278	68.5	0.0	No
between Vineyard Ave and Archibald Ave	22,724	70.9	23,806	71.1	0.2	No
Riverside Drive						
between Euclid Ave and Grove Ave	19,225	65.6	19,267	65.6	0.0	No
between Grove Ave and Archibald Ave	21,689	66.2	21,773	66.2	0.0	No
Chino Avenue						
between Euclid Ave and Grove Ave	8,463	61.9	8,505	61.9	0.0	No
between Grove Ave and Archibald Ave	4,726	59.4	4,726	59.4	0.0	No
Schaefer Avenue						
between Euclid Ave and Grove Ave	13,606	64.0	13,648	64.0	0.0	No
Eucalyptus Avenue						
between Euclid Ave and Bon View Ave	8,241	60.7	8,283	60.7	0.0	No
between Bon View Ave and Grove Ave	5,062	58.6	6,358	59.6	1.0	No
Merrill Avenue						
between Euclid Ave and Bon View Ave	15,993	69.3	16,900	70.0	0.7	No
between Bon View Ave and Grove Ave	17,267	69.7	18,744	70.4	0.7	No
between Grove Ave and Vineyard Ave	17,850	69.9	19,160	70.6	0.7	No
between Vineyard Ave and Carpenter Ave	19,794	70.3	21,104	71.0	0.7	No
between Carpenter Ave and Archibald Ave	17,643	69.8	18,953	70.5	0.7	No
Euclid Avenue						
between SR 60 Ramps and Walnut Ave	37,092	73.3	37,415	73.5	0.2	No
between Walnut Ave and Riverside Dr	37,825	73.7	38,399	73.9	0.2	No
between Riverside Dr and Chino Ave	35,369	72.8	36,181	73.1	0.3	No
between Chino Ave and Schaefer Ave	36,157	72.4	37,011	72.6	0.2	No
between Schaefer Ave and Edison Ave	38,238	74.2	38,716	74.3	0.1	No
between Edison Ave and Eucalyptus Ave	38,050	74.1	38,906	74.4	0.3	No
between Eucalyptus Ave and Merrill Ave	38,452	74.0	39,034	74.2	0.2	No
between Merrill Ave and Kimball Ave	26,636	72.3	27,178	72.6	0.3	No
Bon View Avenue						
between Edison Ave and Eucalyptus Ave	4,542	58.1	4,584	58.2	0.1	No
between Eucalyptus Ave and Merrill Ave	3,322	56.8	3,364	56.8	0.0	No
Grove Avenue						
between SR 60 Ramps and Walnut Ave	28,138	66.2	28,367	66.3	0.1	No
between Walnut Ave and Riverside Dr	22,726	65.3	23,060	65.4	0.1	No

Roadway Segment	Opening Year		Opening Year Plus Project Phase 2		Project Change from No Build Conditions	Significant Impact?
	ADT	dBA CNEL ¹	ADT	dBA CNEL ¹		
between Riverside Dr and Chino Ave	15,533	64.6	15,867	64.7	0.1	No
between Chino Ave and Schaefer Ave	10,733	63.0	11,151	63.1	0.1	No
between Schaefer Ave and Edison Ave	10,290	62.8	10,708	62.9	0.1	No
between Edison Ave and Eucalyptus Ave	9,621	62.5	10,039	62.7	0.2	No
between Eucalyptus Ave and Merrill Ave	11,667	63.3	12,961	63.8	0.5	No
Archibald Avenue						
between SR 60 Ramp and Riverside Dr	31,490	73.0	32,158	73.2	0.2	No
between Riverside Dr and Chino Ave	31,837	72.9	32,379	73.1	0.2	No
between Chino Ave and Schaefer Ave	28,878	73.2	29,544	73.4	0.2	No
between Schaefer Ave and Edison Ave	30,431	73.1	30,929	73.3	0.2	No
between Edison Ave and Eucalyptus Ave	30,225	73.1	30,723	73.3	0.2	No
between Eucalyptus Ave and Merrill Ave	31,590	73.4	32,362	73.6	0.2	No
between Merrill Ave and Limonite Ave	30,123	73.2	30,621	73.4	0.2	No
ADT = average daily trips; dBA = A-weighted decibels; CNEL= Community Equivalent Noise Level 1. Traffic noise levels are at 100 feet from the roadway centerline. Source: Based on traffic data provided by Urban Crossroads (2021). Refer to Appendix H1 for traffic noise modeling results.						

Project Buildout (Phase 1 + Phase 2)

Operations

As discussed under Phase 1 and Phase 2 operations, implementation of the proposed Project would create new sources of noise in the Project vicinity. Project Buildout looks at all major noise sources from both Phase 1 and Phase 2 when the entire Project is built and operational. Project Buildout impacts to sensitive receptors would be similar to those discussed under Phase 2 as the nearest sensitive receptor to the Project site is located 85 feet from the Phase 2 area.

Mechanical Equipment

Refer to mechanical equipment discussions under Phase 1 and Phase 2. The nearest sensitive receptors to the Phase 2 Project site are the residences on the north side of Eucalyptus Avenue, approximately 85 feet from the Project boundary. Potential stationary noise sources related to long-term operation of the Project would include mechanical equipment. Mechanical equipment (e.g., HVAC equipment) typically generates noise levels of approximately 52 dBA at 50 feet. Although the site plan for Phase 2 has not been designed, it can be assumed that Phase 2 buildings located next to the nearest sensitive receptors would use the same setbacks as those in Phase 1. Therefore, the nearest potential location for a HVAC unit would be located approximately 175 feet from the nearest residential property. HVAC noise levels would attenuate by the distance to approximately 36.7 dBA, which is well below the City’s 65 dBA daytime and 45 dBA nighttime noise standards for residential uses (refer to *Table 4.10-4, Exterior Noise Standards – City of Ontario*). Operation of mechanical equipment would not increase ambient noise levels beyond the acceptable compatible land use noise levels.

Truck and Loading Dock Noise

Refer to truck and loading dock discussion noise under Phase 1 and Phase 2. During loading and unloading activities, noise would be generated by the trucks' diesel engines, exhaust systems, and brakes during low gear shifting and braking activities; backing up toward the docks; dropping down the dock ramps; and maneuvering away from the docks. Although the site plan for Phase 2 has not been designed, for this analysis it has been assumed that Phase 2 buildings located nearest sensitive receptors would have a similar layout as those in Phase 1.

Assuming a similar design as Phase 1, dock-high doors for truck loading/unloading and manufacturing/light industrial operations would be oriented to the south and located approximately 223 feet from the nearest residence to the north. Loading dock noise levels would be approximately 42.6 dBA after accounting for distance and the intervening structures. Furthermore, loading dock doors would be surrounded with protective aprons, gaskets, or similar improvements that, when a trailer is docked, would serve as a noise barrier between the interior warehouse activities and the exterior loading area. This would attenuate noise emanating from interior activities, and as such, interior loading and associated activities would be permissible during all hours of the day. Therefore, noise levels associated with truck loading/unloading activities would not exceed the City's 65 dBA daytime and 45 dBA nighttime noise standards when measured at the nearest residential uses.

Parking Noise

Refer to parking noise discussions under Phase 1 and Phase 2. Because Phase 2 of the Project has not been designed yet, this analysis assumes parking areas would be similar to those analyzed in Phase 1. Traffic associated with parking lots is typically not of sufficient volume to exceed community noise standards, which are based on a time-averaged scale such as the CNEL scale. The instantaneous maximum sound levels generated by a car door slamming, engine starting up, and car pass-bys range from 53 to 61 dBA; however due to the orientation of the buildings, sensitive receptors would be shielded from parking lot noise. It should be noted that parking lot noises are instantaneous noise levels compared to noise standards in the hourly L_{eq} metric, which are averaged over the entire duration of a time period.

Off-Site Traffic Noise

Implementation of the Project would generate increased traffic volumes along nearby roadway segments. According to the Traffic Impact Study, the Project Buildout would generate a total of 12,446 daily trips which would result in noise increases on Project area roadways. *Table 4.10-14, Project Buildout (Phase 1 and Phase 2) Opening Year Plus Project Traffic Noise Levels* identifies Project traffic-generated noise levels from both Phase 1 and Phase 2 combined. Noise levels on Project area roadways would range between 56.9 dBA CNEL and 74.7 dBA CNEL at 100 feet from the centerline, and the Project would result in a maximum increase of 1.6 dBA CNEL along Merrill Avenue and Grove Avenue. Noise impacts from off-site traffic would be less than significant.

Table 4.10-14: Project Buildout (Phase 1 and Phase 2) Opening Year Plus Project Traffic Noise Levels

Roadway Segment	Opening Year		Opening Year Plus Project Buildout		Project Change from No Build Conditions	Significant Impact?
	ADT	dBA CNEL ¹	ADT	dBA CNEL ¹		
Edison Avenue						
between Pipeline Ave and Ramona Ave	35,594	72.5	37,476	72.7	0.2	No
between Ramona Ave and Central Ave	30,069	71.5	31,951	71.7	0.2	No
between Central Ave and Mountain Ave	24,267	70.7	26,349	71.0	0.3	No
between Mountain Ave and San Antonio Ave	28,077	71.1	30,059	71.4	0.3	No
between San Antonio Ave and Euclid Ave	23,518	70.4	25,600	70.8	0.4	No
between Euclid Ave and Bon View Ave	20,537	70.4	22,619	70.8	0.4	No
between Bon View Ave and Grove Ave	13,541	68.6	17,239	69.7	1.1	No
between Grove Ave and Walker Ave	17,254	69.7	21,974	70.7	1.0	No
between Walker Ave and Vineyard Ave	13,278	68.5	14,896	69.0	0.5	No
between Vineyard Ave and Archibald Ave	22,724	70.9	26,194	71.5	0.6	No
Riverside Drive						
between Euclid Ave and Grove Ave	19,225	65.6	20,871	65.9	0.3	No
between Grove Ave and Archibald Ave	21,689	66.2	21,889	66.2	0.0	No
Chino Avenue						
between Euclid Ave and Grove Ave	8,463	61.9	8,783	62.1	0.2	No
between Grove Ave and Archibald Ave	4,726	59.4	5,756	60.3	0.9	No
Schaefer Avenue						
between Euclid Ave and Grove Ave	13,606	64.0	13,706	64.0	0.0	No
Eucalyptus Avenue						
between Euclid Ave and Bon View Ave	8,241	60.7	8,415	60.8	0.1	No
between Bon View Ave and Grove Ave	5,062	58.6	7,181	60.1	1.5	No
Merrill Avenue						
between Euclid Ave and Bon View Ave	15,993	69.3	18,034	70.6	1.3	No
between Bon View Ave and Grove Ave	17,267	69.7	21,081	71.3	1.6	No
between Grove Ave and Vineyard Ave	17,850	69.9	20,970	71.3	1.4	No
between Vineyard Ave and Carpenter Ave	19,794	70.3	22,914	71.7	1.4	No
between Carpenter Ave and Archibald Ave	17,643	69.8	20,763	71.2	1.4	No
Euclid Avenue						
between SR 60 Ramps and Walnut Ave	37,092	73.3	38,078	73.8	0.5	No
between Walnut Ave and Riverside Dr	37,825	73.7	39,447	74.2	0.5	No
between Riverside Dr and Chino Ave	35,369	72.8	37,375	73.4	0.6	No
between Chino Ave and Schaefer Ave	36,157	72.4	38,189	72.9	0.5	No
between Schaefer Ave and Edison Ave	38,238	74.2	40,768	74.7	0.5	No
between Edison Ave and Eucalyptus Ave	38,050	74.1	40,084	74.6	0.5	No
between Eucalyptus Ave and Merrill Ave	38,452	74.0	41,458	74.6	0.6	No
between Merrill Ave and Kimball Ave	26,636	72.3	29,248	73.0	0.7	No
Bon View Avenue						
between Edison Ave and Eucalyptus Ave	4,542	58.1	4,642	58.2	0.1	No
between Eucalyptus Ave and Merrill Ave	3,322	56.8	3,422	56.9	0.1	No
Grove Avenue						
between SR 60 Ramps and Walnut Ave	28,138	66.2	29,387	66.4	0.2	No
between Walnut Ave and Riverside Dr	22,726	65.3	24,702	65.7	0.4	No
between Riverside Dr and Chino Ave	15,533	64.6	17,657	65.1	0.5	No
between Chino Ave and Schaefer Ave	10,733	63.0	14,969	64.4	1.4	No
between Schaefer Ave and Edison Ave	10,290	62.8	14,454	64.3	1.5	No
between Edison Ave and Eucalyptus Ave	9,621	62.5	14,079	64.1	1.6	No
between Eucalyptus Ave and Merrill Ave	11,667	63.3	15,357	64.5	1.2	No

Roadway Segment	Opening Year		Opening Year Plus Project Buildout		Project Change from No Build Conditions	Significant Impact?
	ADT	dBA CNEL ¹	ADT	dBA CNEL ¹		
Archibald Avenue						
between SR 60 Ramp and Riverside Dr	31,490	73.0	33,152	73.4	0.4	No
between Riverside Dr and Chino Ave	31,837	72.9	33,567	73.3	0.4	No
between Chino Ave and Schaefer Ave	28,878	73.2	30,540	73.7	0.5	No
between Schaefer Ave and Edison Ave	30,431	73.1	32,343	73.6	0.5	No
between Edison Ave and Eucalyptus Ave	30,225	73.1	32,137	73.6	0.5	No
between Eucalyptus Ave and Merrill Ave	31,590	73.4	34,172	73.9	0.5	No
between Merrill Ave and Limonite Ave	30,123	73.2	32,035	73.7	0.5	No
ADT = average daily trips; dBA = A-weighted decibels; CNEL= Community Equivalent Noise Level 1. Traffic noise levels are at 100 feet from the roadway centerline. 2. Note that Project Buildout includes traffic associated with 1,352 dwelling units (DU) in the SB330 Replacement Site study area. Source: Based on traffic data provided by Urban Crossroads (2021). Refer to Appendix H1 for traffic noise modeling results.						

The Traffic Impact Assessment also identifies average daily traffic for the year 2040 “Horizon Year Without Project” and “Horizon Year Plus Project.” Noise levels for these scenarios are compared in *Table 4.10-13, Horizon Year and Horizon Year Plus Project Buildout Traffic Noise Levels*. As shown in *Table 4.10-13*, roadway noise levels in 2040 would range between 58.3 dBA CNEL and 76.0 dBA CNEL at 100 feet from the centerline. In 2040, Project generated traffic would result in a maximum increase of 1.1 dBA CNEL on Eucalyptus Avenue. As such, the Project would result in an increase of less than 3.0 dBA CNEL for the roadway segments analyzed and traffic noise. Noise impacts from off-site traffic would be less than significant in this regard.

Table 4.10-15: Horizon Year and Horizon Year Plus Project Buildout Traffic Noise Levels

Roadway Segment	Horizon Year Without Project		Horizon Year Plus Project		Project Change from No Build Conditions	Significant Impact?
	ADT	dBA CNEL ¹	ADT	dBA CNEL ¹		
Edison Avenue						
between Pipeline Ave and Ramona Ave	49,354	73.9	50,354	74.0	0.1	No
between Ramona Ave and Central Ave	48,026	73.5	49,126	73.6	0.1	No
between Central Ave and Mountain Ave	42,952	73.2	44,152	73.3	0.1	No
between Mountain Ave and San Antonio Ave	46,728	73.4	47,828	73.5	0.1	No
between San Antonio Ave and Euclid Ave	53,494	74.0	55,594	74.1	0.1	No
between Euclid Ave and Bon View Ave	49,497	74.2	51,599	74.4	0.2	No
between Bon View Ave and Grove Ave	55,604	74.7	57,706	74.9	0.2	No
between Grove Ave and Walker Ave	57,324	74.9	59,426	75.0	0.1	No
between Walker Ave and Vineyard Ave	48,849	74.2	51,451	74.4	0.2	No
between Vineyard Ave and Archibald Ave	47,700	74.1	48,801	74.2	0.1	No
Riverside Drive						
between Euclid Ave and Grove Ave	24,660	66.7	24,660	66.7	0.0	No
between Grove Ave and Archibald Ave	25,634	66.9	25,834	67.0	0.1	No
Chino Avenue						
between Euclid Ave and Grove Ave	10,428	62.8	10,528	62.9	0.1	No
between Grove Ave and Archibald Ave	9,608	62.5	9,608	62.5	0.0	No
Schaefer Avenue						
between Euclid Ave and Grove Ave	18,991	65.4	19,091	65.5	0.1	No

Roadway Segment	Horizon Year Without Project		Horizon Year Plus Project		Project Change from No Build Conditions	Significant Impact?
	ADT	dBA CNEL ¹	ADT	dBA CNEL ¹		
Eucalyptus Avenue						
between Euclid Ave and Bon View Ave	9,697	61.4	9,797	61.5	0.1	No
between Bon View Ave and Grove Ave	10,278	61.7	13,382	62.8	1.1	No
Merrill Avenue						
between Euclid Ave and Bon View Ave	23,937	71.1	26,541	72.1	1.0	No
between Bon View Ave and Grove Ave	25,530	71.4	27,284	72.2	0.8	No
between Grove Ave and Vineyard Ave	27,221	71.7	29,641	72.7	1.0	No
between Vineyard Ave and Carpenter Ave	28,557	71.9	30,977	72.8	0.9	No
between Carpenter Ave and Archibald Ave	25,876	71.4	28,296	72.4	1.0	No
Euclid Avenue						
between SR 60 Ramps and Walnut Ave	51,413	74.8	52,745	75.1	0.3	No
between Walnut Ave and Riverside Dr	54,125	75.3	55,357	75.6	0.3	No
between Riverside Dr and Chino Ave	50,328	74.4	52,060	74.7	0.3	No
between Chino Ave and Schaefer Ave	50,228	73.8	52,060	74.2	0.4	No
between Schaefer Ave and Edison Ave	54,305	75.7	55,237	76.0	0.3	No
between Edison Ave and Eucalyptus Ave	52,903	75.6	54,735	75.9	0.3	No
between Eucalyptus Ave and Merrill Ave	52,683	75.3	54,701	75.7	0.4	No
between Merrill Ave and Kimball Ave	40,249	74.1	41,537	74.5	0.4	No
Bon View Avenue						
between Edison Ave and Eucalyptus Ave	4,878	58.4	4,978	58.5	0.1	No
between Eucalyptus Ave and Merrill Ave	4,636	58.2	4,736	58.3	0.1	No
Grove Avenue						
between SR 60 Ramps and Walnut Ave	45,317	68.3	46,017	68.4	0.1	No
between Walnut Ave and Riverside Dr	35,012	67.2	36,112	67.3	0.1	No
between Riverside Dr and Chino Ave	25,255	66.7	26,355	66.9	0.2	No
between Chino Ave and Schaefer Ave	18,495	65.3	19,595	65.6	0.3	No
between Schaefer Ave and Edison Ave	17,170	65.0	18,270	65.3	0.3	No
between Edison Ave and Eucalyptus Ave	22,105	66.1	25,183	66.7	0.6	No
between Eucalyptus Ave and Merrill Ave	16,193	64.7	19,396	65.5	0.8	No
Archibald Avenue						
between SR 60 Ramp and Riverside Dr	40,797	74.1	41,752	74.4	0.3	No
between Riverside Dr and Chino Ave	41,146	74.0	42,134	74.3	0.3	No
between Chino Ave and Schaefer Ave	37,780	74.4	38,968	74.7	0.3	No
between Schaefer Ave and Edison Ave	41,785	74.5	42,861	74.8	0.3	No
between Edison Ave and Eucalyptus Ave	41,536	74.5	42,612	74.8	0.3	No
between Eucalyptus Ave and Merrill Ave	42,155	74.6	43,199	74.9	0.3	No
between Merrill Ave and Limonite Ave	41,536	74.6	42,612	74.9	0.3	No
ADT = average daily trips; dBA = A-weighted decibels; CNEL= Community Equivalent Noise Level						
1. Traffic noise levels are at 100 feet from the roadway centerline.						
2. Note that Project Buildout includes traffic associated with 1,352 DU in the SB330 Replacement Site study area.						
Source: Based on traffic data provided by Urban Crossroads (2021). Refer to Appendix H1 for traffic noise modeling results.						

SB330 Replacement Site

The Project proposes rezoning the SB330 Replacement Site to a higher residential density to increase the maximum number of housing units to ensure there is no net loss of residential zoning density. This action however does not propose any specific construction of new structures or redevelopment of the SB330 Replacement Site. The additional traffic associated with the 1,352 DU in-zoning density at the SB330 Replacement Site has been accounted for in the Project’s Traffic Analysis (Appendix I1, as summarized

above in Tables 4.10-13 through 4.10-15). In fact, by “relocating” the 1,352 DU of zoning potential from the Project site to the SB330 Replacement Site, the net effect is anticipated to be an overall reduction in mobile noise in consideration of the SB330 Replacement Site DU’s being at a higher density, generating less traffic per dwelling unit, due to the SB330 Replacement Site being in a higher density mixed-use environment in close proximity to transit and regional transportation facilities. Operational noise will be evaluated on a site-specific basis consistent with the City’s TOP and Municipal Code. Any future development of the SB330 Replacement Site would be subject to environmental regulations as required under CEQA and the City’s standard discretionary review process. Therefore, this impact would be less than significant.

Conclusion

As demonstrated in Tables 4.10-10 through 4.10-15, implementation of the Project would not result in substantial temporary or permanent increases in ambient noise levels. Table 4.10-10 and Table 4.10-12 confirm that construction of Phase 1 and Phase 2 of the Project would exceed construction noise thresholds. Table 4.10-11 and Table 4.10-13 show that the operation of Phase 1 and Phase 2 individually would not result in noise levels that would exceed City daytime and nighttime thresholds. In addition, Table 4.10-14 and Table 4.10-15 demonstrate that operational noise levels from the entire site, both Phase 1 and Phase 2 combined would not exceed City noise standards during the Project’s opening year or in the future (2040). Therefore, the Project would result in a less than significant impact.

Mitigation Measures

No mitigation required.

Impact 4.10-2: *Would the project result in generation of excessive groundborne vibration or groundborne noise levels?*

Level of Significance: Less Than Significant Impact

Specific Plan – Phase 1, Future Development Areas - Phase 2, and Project Buildout

Construction Vibration

Construction operations can generate varying degrees of ground vibration, depending on the construction procedures and equipment. Operation of construction equipment generates vibrations that spread through the ground and diminish with distance from the source. Construction on the Project site would have the potential to result in varying degrees of temporary ground-borne vibration, depending on the specific construction equipment used and the operations involved.

The FTA has published standard vibration velocities for construction equipment operations. In general, the FTA architectural damage criterion for continuous vibrations (i.e., 0.2 in/sec) appears to be conservative. The types of construction vibration impacts include human annoyance and building damage. Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time. Building damage can be cosmetic or structural. Ordinary buildings that are not particularly fragile would not experience any cosmetic damage (e.g., plaster cracks) at distances beyond 30 feet. This distance can vary substantially depending on the soil composition and

underground geological layer between vibration source and receiver. In addition, not all buildings respond similarly to vibration generated by construction equipment. For example, for a building that is constructed with reinforced concrete with no plaster, the FTA guidelines show that a vibration level of up to 0.20 in/sec is considered safe and would not result in any construction vibration damage.

Table 4.10-16, *Typical Construction Equipment Vibration Levels*, lists vibration levels at 25 feet for typical construction equipment. Vibration levels at 150 feet and 85 feet, the distance to the nearest sensitive receptors during Phase 1 and Phase 2 construction activities are also included in Table 4.10-16.

Ground-borne vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. As indicated in Table 4.10-16, based on FTA data, vibration velocities from typical heavy construction equipment operations that would be used during Project construction range from 0.003 to 0.089 in/sec PPV at 25 feet from the source of activity.

Table 4.10-16: Typical Construction Equipment Vibration Levels

Equipment	Peak Particle Velocity at 25 Feet (in/sec)	Phase 1	Phase 2
		Peak Particle Velocity at 150 Feet (in/sec) ¹	Peak Particle Velocity at 85 Feet (in/sec) ¹
Large Bulldozer	0.089	0.0061	0.0142
Caisson Drilling	0.089	0.0061	0.0142
Loaded Trucks	0.076	0.0052	0.0121
Rock Breaker	0.059	0.0015	0.0056
Jackhammer	0.035	0.0024	0.0005
Small Bulldozer/Tractors	0.003	0.0002	0.0142

¹ Calculated using the following formula: $PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}$, where: PPV_{equip} = the peak particle velocity in in/sec of the equipment adjusted for the distance; PPV_{ref} = the reference vibration level in in/sec from Table 7-4 of the Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual, 2018*; D = the distance from the equipment to the receiver.
 Source: Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual, 2018*.

The nearest sensitive receptor to the Phase 1 construction site is approximately 150 feet to the east, the nearest receptor to the Phase 2 construction site is 85 feet to the north. As shown in Table 4.10-16, at 85 feet the vibration velocities from construction equipment would not exceed 0.0142 in/sec PPV, which is below the FTA’s 0.20 in/sec PPV threshold for building damage and below the 0.10 in/sec PPV annoyance threshold. It is also acknowledged that construction activities would occur throughout the Project site and would not be concentrated at the point closest to the nearest structure. Therefore, vibration impacts associated with Project construction and operation would be less than significant.

Operational Vibration

The proposed Project would include truck movement activity at the proposed Project site. These movements would generally be low-speed (i.e., less than 15 miles per hour) and would occur over new, smooth surfaces. For perspective, Caltrans has studied the effects of propagation of vehicle vibration on sensitive land uses and notes that “heavy trucks, and quite frequently buses, generate the highest earthborn vibrations of normal traffic.” Caltrans further notes that the highest traffic-generated vibrations are along freeways and state routes. Their study finds that “vibrations measured on freeway shoulders (five meters from the centerline of the nearest lane) have never exceeded 0.08 inches per second, with the worst combinations of heavy trucks and poor roadway conditions (while such trucks were moving at freeway speeds). This level coincides with the maximum recommended safe level for ruins and ancient

monuments (and historic buildings)”⁴. The distance from the centerline of the nearest lane to sensitive receptors along the truck route is a minimum of 50 feet (15 meters), at this distance, roadway vibrations from trucks would not exceed the annoyance threshold. Onsite, truck movements would be a low speed (not at freeway speeds) and over smooth surfaces (not under poor roadway conditions), Project-related vibration associated with truck activity would not result in excessive ground borne vibrations; thus, no vehicle-generated vibration impacts would occur. In addition, there are no sources of substantial ground borne vibration associated with the Project, such as rail or subways. The proposed Project would not create or cause any vibration impacts due to operations.

SB330 Replacement Site

As discussed in Impact 4.10-2 above, the additional allowable residential density at the SB330 Replacement Site would not result in a net change in total dwelling units in the City. No specific development is planned at this time. The slight increase in density is not anticipated to change the overall impact of developing this area as compared to what was assumed in the City’s TOP EIR. Any future development within the SB330 Replacement Site would be subject to the City’s standard discretionary review process, including compliance with the City’s TOP, compliance with the municipal code, and site-specific CEQA review.

Conclusion

As shown in Tables 4.10-16, construction of the Project would not generate excessive vibration levels that would cause building damage or annoyance. In addition, operations associated with the Project, including slow moving trucks, would not result in the generation of substantial vibration impacts. Therefore, vibration impacts associated with Project construction and operation would be less than significant.

Mitigation Measures

No mitigation required.

Impact 4.10-3: *For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?*

Level of Significance: No impact

Specific Plan – Phase 1, Future Development Areas - Phase 2, Project Buildout, and SB330 Replacement Site

Chino Airport

The proposed Project is across Merrill Avenue from the Chino Airport. The Chino General Plan’s Noise Element has noise contours for the Chino Airport. The noise contours show the Project site outside the

⁴ California Department of Transportation. 2013. Technical Noise Supplement (“TeNS”).

65 dBA CNEL contour and, in addition, the proposed Project would be an industrial business park, which is not considered a noise-sensitive land use. Therefore, there would be no impact.

Shifting the Project site's residential zoning to the SB330 Replacement Site would have a net beneficial impact regarding airport noise compatibility by moving this allowable residential density from next to the Chino Airport to a planned mixed-use urban core along Grove Avenue.

Ontario International Airport

The proposed Project is approximately 5 miles southwest of the Ontario International Airport. The Ontario International Airport Land Use Compatibility Plan Policy Map 2-3, Noise Impact Zones, shows airport noise contours. The map shows that the Project site is outside the 60-65 dB CNEL contour. As discussed above, the proposed Project would be an industrial business park, which is not considered a noise-sensitive land use. There would be no impact.

Conclusion

In conclusion, for both the proposed Project and SB330 Replacement Site, the Project site would be converted to an industrial business park and if development is proposed for the SB330 Replacement Site, the SB330 Replacement Site would be Medium Density Residential, which is not considered a noise-sensitive land use. This would result in no impact, and no mitigation is necessary.

Mitigation Measures

No mitigation required.

4.10.5 Cumulative Impacts

Construction Noise

Project-related construction activities would not result in a substantial temporary increase in ambient noise levels. Construction noise impacts would be periodic and temporary and would cease upon completion of construction activities. The Project would contribute to other proximate construction Project noise impacts if construction activities were conducted concurrently. However, based on the noise analysis above, the Project's construction-related noise impacts would be less than significant.

Construction activities at other planned and approved projects near the Project site would be required to comply with applicable City rules related to noise. Activities would take place during daytime hours on the days permitted by the applicable Municipal Code, and projects requiring discretionary City approvals would be required to evaluate construction noise impacts, comply with the City's standard conditions of approval, and implement mitigation, if necessary, to minimize noise impacts. Construction noise impacts are by nature localized. Based on the fact that noise dissipates as it travels away from its source, noise impacts would be limited to the Project site and immediate vicinity. Therefore, Project construction would not result in a cumulatively considerable contribution to significant cumulative impacts, assuming such a cumulative impact existed, and impacts in this regard would not be cumulatively considerable.

Operational Noise

Cumulative Off-Site Traffic Noise

Cumulative noise impacts describe how much noise levels are projected to increase over existing conditions with the development of the proposed Project and other foreseeable projects. Cumulative noise impacts would occur primarily as a result of increased traffic on local roadways due to buildout of the Project and other projects in the vicinity. Cumulative increases in traffic noise levels were estimated by comparing the Existing and Future Without Project scenarios to the Future Plus Project scenario. The traffic analysis considers cumulative traffic from future growth assumed in the transportation model, as well as cumulative projects.

A project's contribution to a cumulative traffic noise increase would be considered significant when the combined effect exceeds perception level (i.e., auditory level increase) threshold. The following criteria is used to evaluate the combined and incremental effects of the cumulative noise increase.

- **Combined Effect.** The cumulative with Project noise level ("Cumulative With Project") would cause a significant cumulative impact if a 3.0 dB increase over "Existing" conditions occurs and the resulting noise level exceeds the applicable exterior standard at a sensitive use. Although there may be a significant noise increase due to the proposed Project in combination with other related projects (combined effects), it must also be demonstrated that the Project has an incremental effect. In other words, a significant portion of the noise increase must be due to the proposed Project.
- **Incremental Effects.** The "Cumulative With Project" causes a 1.0 dBA increase in noise over the "Cumulative Without Project" noise level.

A significant impact would result only if both the combined and incremental effects criteria have been exceeded. Noise by definition is a localized phenomenon and reduces as distance from the source increases. Consequently, only the proposed Project and growth due to occur in the general area would contribute to cumulative noise impacts.

Table 4.10-17, Cumulative Plus Project Conditions Predicted Traffic Noise Levels – Project Buildout, identifies the traffic noise effects along roadway segments in the Project vicinity for "Existing," "Cumulative Without Project," and "Cumulative With Project," conditions, including incremental and net cumulative impacts.

Table 4.10-17: Cumulative Plus Project Conditions Predicted Traffic Noise Levels – Project Buildout

Roadway Segment	Existing dBA CNEL ¹	Future Without Project dBA CNEL ¹	Future With Project dBA CNEL ¹	Combined Effects	Incremental Effects	Cumulatively Significant Impact?
				Difference In dBA Between Existing and Future With Project	Difference In dBA Between Future Without Project and Future With Project	
Edison Avenue						
between Pipeline Ave and Ramona Ave	72.1	73.9	74.0	1.9	0.1	No
between Ramona Ave and Central Ave	71.0	73.5	73.6	2.6	0.1	No
between Central Ave and Mountain Ave	70.1	73.2	73.3	3.2	0.1	No
between Mountain Ave and San Antonio	70.7	73.4	73.5	2.8	0.1	No
between San Antonio Ave and Euclid Ave	69.8	74.0	74.1	4.3	0.1	No
between Euclid Ave and Bon View Ave	69.8	74.2	74.4	4.6	0.2	No
between Bon View Ave and Grove Ave	68.3	74.7	74.9	6.6	0.2	No
between Grove Ave and Walker Ave	68.7	74.9	75.0	6.3	0.1	No
between Walker Ave and Vineyard Ave	68.2	74.2	74.4	6.2	0.2	No
between Vineyard Ave and Archibald Ave	69.9	74.1	74.2	4.3	0.1	No
Riverside Drive						
between Euclid Ave and Grove Ave	65.3	66.7	66.7	1.4	0	No
between Grove Ave and Archibald Ave	65.9	66.9	67.0	1.1	0.1	No
Chino Avenue						
between Euclid Ave and Grove Ave	61.6	62.8	62.9	1.3	0.1	No
between Grove Ave and Archibald Ave	59.1	62.5	62.5	3.4	0	No
Schaefer Avenue						
between Euclid Ave and Grove Ave	63.7	65.4	65.5	1.8	0.1	No
Eucalyptus Avenue						
between Euclid Ave and Bon View Ave	60.3	61.4	61.5	1.2	0.1	No
between Bon View Ave and Grove Ave	57.1	61.7	62.8	5.7	1.1	No
Merrill Avenue						
between Euclid Ave and Bon View Ave	57.1	71.1	72.1	4.3	1.0	No
between Bon View Ave and Grove Ave	68.1	71.4	72.2	4.1	0.8	No
between Grove Ave and Vineyard Ave	68.2	71.7	72.7	4.5	1.0	No
between Vineyard Ave and Carpenter Ave	68.6	71.9	72.8	4.2	0.9	No
between Carpenter Ave and Archibald Ave	68.0	71.4	72.4	4.4	1.0	No
Euclid Avenue						
between SR 60 Ramps and Walnut Ave	57.1	74.8	75.1	2.3	0.3	No
between Walnut Ave and Riverside Dr	73.0	75.3	75.6	2.6	0.3	No
between Riverside Dr and Chino Ave	71.9	74.4	74.7	2.8	0.3	No
between Chino Ave and Schaefer Ave	71.5	73.8	74.2	2.7	0.4	No
between Schaefer Ave and Edison Ave	73.3	75.7	76.0	2.7	0.3	No
between Edison Ave and Eucalyptus Ave	73.3	75.6	75.9	2.6	0.3	No
between Eucalyptus Ave and Merrill Ave	73.3	75.3	75.7	2.4	0.4	No
between Merrill Ave and Kimball Ave	71.3	74.1	74.5	3.2	0.4	No
Bon View Avenue						
between Edison Ave and Eucalyptus Ave	57.1	58.4	58.5	1.3	0.1	No
between Eucalyptus Ave and Merrill Ave	55.6	58.2	58.3	2.7	0.1	No
Grove Avenue						
between SR 60 Ramps and Walnut Ave	57.1	68.3	68.4	2.5	0.1	No
between Walnut Ave and Riverside Dr	64.9	67.2	67.3	2.4	0.1	No
between Riverside Dr and Chino Ave	64.1	66.7	66.9	2.8	0.2	No

Roadway Segment	Existing dBA CNEL ¹	Future Without Project dBA CNEL ¹	Future With Project dBA CNEL ¹	Combined Effects	Incremental Effects	Cumulatively Significant Impact?
				Difference In dBA Between Existing and Future With Project	Difference In dBA Between Future Without Project and Future With Project	
between Chino Ave and Schaefer Ave	62.2	65.3	65.6	3.4	0.3	No
between Schaefer Ave and Edison Ave	62.0	65.0	65.3	3.3	0.3	No
between Edison Ave and Eucalyptus Ave	61.7	66.1	66.7	5.0	0.6	No
between Eucalyptus Ave and Merrill Ave	61.7	64.7	65.5	3.8	0.8	No
Archibald Avenue						
between SR 60 Ramp and Riverside Dr	57.1	74.1	74.4	2.0	0.3	No
between Riverside Dr and Chino Ave	72.2	74.0	74.3	2.1	0.3	No
between Chino Ave and Schaefer Ave	72.5	74.4	74.7	2.2	0.3	No
between Schaefer Ave and Edison Ave	72.3	74.5	74.8	2.5	0.3	No
between Edison Ave and Eucalyptus Ave	72.3	74.5	74.8	2.5	0.3	No
between Eucalyptus Ave and Merrill Ave	72.6	74.6	74.9	2.3	0.3	No
between Merrill Ave and Limonite Ave	72.4	74.6	74.9	2.5	0.3	No
ADT = average daily trips; dBA = A-weighted decibels; CNEL= Community Equivalent Noise Level 1. Traffic noise levels are at 100 feet from the roadway centerline. Source: Based on traffic data provided by Urban Crossroads (2021). Refer to Appendix H1 for traffic noise modeling results.						

A significant cumulative traffic noise increase would be identified if a cumulative traffic noise increase of greater than the 3 dBA significance threshold of perceptibility is calculated, and the relative contribution from project traffic is calculated to contribute more than 1 dBA to this cumulative impact, it would be considered cumulatively considerable. As shown in Table 4.10-17, one roadway segment (Eucalyptus Avenue between Bon View Avenue and Grove Avenue) would experience a cumulative traffic noise increase greater than 3 dBA and would also exceed the 1 dBA incremental increase threshold. However, this area is designated in the TOP as medium density residential and has a normally acceptable noise compatibility level between 60 to 65 CNEL. As shown in Table 4.10-17, future traffic noise with project at Eucalyptus Avenue, between Bon View Avenue and Grove Avenue, would reach 62.8 CNEL and is within the normally acceptable range. Standard construction attenuates exterior to interior noise by approximately 25 dBA⁵, which would reduce interior noise levels to 37.8 dBA, below the 45 dBA interior noise standard. Additionally, based on TOP requirements, future residential development in an area with normally acceptable noise levels are required to include air conditioning, which is already required by current building code. Therefore, the cumulative traffic noise at this roadway segment would be less than significant. The proposed Project’s contribution to noise levels would not be cumulatively considerable.

Cumulative Stationary Noise

Stationary noise sources associated with the Project would result in an incremental increase in non-transportation noise sources in the Project vicinity. However, as discussed above, operational noise caused by the Project would be less than significant. Additionally, due to Project site’s distance to sensitive receptors, cumulative stationary noise impacts would not occur. Similar to the proposed Project, other

⁵ U.S. EPA, *Protective Noise Levels*, 1974.

planned and approved projects would be required to mitigate for stationary noise impacts at nearby sensitive receptors, if necessary. As stationary noise sources are generally localized, there would be a limited potential for other projects to contribute to cumulative noise impacts.

No known past, present, or reasonably foreseeable projects would combine with the operational noise levels generated by the Project to increase noise levels above acceptable standards because each project must comply with applicable City regulations that limit operational noise. Therefore, the Project, together with other projects, would not create a significant cumulative impact.

Given that noise dissipates as it travels away from its source, operational noise impacts from on-site activities and other stationary sources would be limited to the Project site and the immediate vicinity. Thus, cumulative operational noise impacts from related projects, in conjunction with Project-specific noise impacts, would not be cumulatively significant.

4.10.6 Significant Unavoidable Impacts

There are no unavoidable significant impacts.

4.10.7 References

California Department of Transportation. 2013, September. Technical Noise Supplement (“TeNS”).

Federal Highway Administration (FHWA). 2006, August. Construction Noise Handbook.

Federal Highway Administration (FHWA). 2006, Roadway Construction Noise Model.

Federal Transit Administration (FTA). 2018, September. Transit Noise and Vibration Impact Assessment.

Governor’s Office of Planning and Research. 2003, October. State of California General Plan Guidelines.

Ontario, City of. 2020. Municipal Code, Chapter 29 *Noise – Section 5-29.04 Exterior Noise Standards*.

Ontario, City of. 2010, January. The Ontario Plan Safety Element.

Ontario, City of. 2011. April. LA/Ontario International Airport Land Use Compatibility Plan.

4.11 POPULATION AND HOUSING

This section of the Draft Environmental Impact Report (Draft EIR) examines the potential socioeconomic effects of the South Ontario Logistics Center Specific Plan project (Project), including changes in population, employment generation, and demand for housing. This section evaluates the Project's relationship to regional housing and jobs policies of the Southern California Association of Governments (SCAG) and the adopted General Plan for the City of Ontario (City), with a particular emphasis on jobs-housing relationships in the City and County of San Bernardino (County).

4.11.1 Environmental Setting

Project Site

The Project site is located on approximately 219.39 gross acres of land currently occupied by agricultural uses, including a dairy farm and row crops, and vacant land. Approximately six residences that house the dairy owner and workers are also located within the Project area. With that, employment opportunities available on the Project site are those associated with agricultural operations. According to Exhibit LU-01: Land Use Plan of The Ontario Plan (TOP)¹, the Project site is currently designated for Low-Medium Density Residential (5.1-11 dwelling units per acre [du/ac]) and Business Park (0.6 floor-area ratio [FAR]) land uses. Based on the approximately 159 acres designated for residential land use and an average of 8.5 du/ac, up to 1,352 housing units could be placed on the Project site.

SB330 Replacement Site

The SB330 Replacement Site is comprised of approximately 473 acres and is located approximately 0.3 miles north of the Project site. The SB330 Replacement Site is currently occupied by agricultural, commercial, and residential land uses and vacant land. Single-family residences are scattered throughout the SB330 Replacement Site and places of employment include opportunities associated with agricultural production, a nursery, and truck/trailer storage. According to Exhibit LU-01: Land Use Plan of The Ontario Plan (TOP), the SB330 Replacement Site is currently designated for Open Space - Non Recreation; Low Density Residential (2.1 - 5 du/ac); Low-Medium Density Residential (5.1 – 11 du/ac); Medium Density Residential (11.1 - 25 du/ac); Neighborhood Commercial (0.4 FAR); and General Commercial (0.4 FAR) land uses.

Population

Citywide and Countywide Population

As of January 2020, the City and San Bernardino County (County) have a current population of approximately 182,871 persons and 2,180,537 persons, respectively. *Table 4.11 1, Population, Trends in the City of Ontario, and County of San Bernardino*, exhibits the population growth trends in the City as well as in the County, collected by the Department of Finance (DOF). SCAG projects that by 2045, the

¹ City of Ontario. Rev. 2020. The Ontario Plan Exhibit LU-01: Land Use Plan. https://www.ontarioplan.org/wp-content/uploads/sites/4/2020/12/TOPLUP_Map24x3610_6_20201221.pdf (accessed February 2020).

population of the City and County would increase to 269,100 persons and 2,815,000 persons, respectively.²

According to the data, population has steadily increased in both the City and the County from 2010 to 2020 with the largest percentage increase for the City being from 2018 to 2019, at 2.13 percent. The largest percentage increase for the County was from 2010 to 2011 at 1.01 percent.

Table 4.11-1: Population Trends in the City of Ontario and County of San Bernardino

Year	City of Ontario		County of San Bernardino	
	Population	Percent Change	Population	Percent Change
2010	163,924	N/A	2,035,210	N/A
2011	165,563	1.00%	2,055,671	1.01%
2012	166,759	0.72%	2,071,326	0.76%
2013	168,255	0.90%	2,084,443	0.63%
2014	168,930	0.40%	2,094,951	0.50%
2015	170,267	0.79%	2,112,344	0.83%
2016	171,039	0.45%	2,123,677	0.54%
2017	174,607	2.09%	2,141,391	0.83%
2018	176,728	1.21%	2,152,845	0.53%
2019	180,494	2.13%	2,168,964	0.75%
2020	182,871	1.32%	2,180,537	0.53%

Source: DOF. 2020. E-4 Population Estimates for Cities, Counties, and the State, 2011-2020 with 2010 Census Benchmark. <https://www.dof.ca.gov/Forecasting/Demographics/Estimates/e-4/2010-20/> (accessed February 2021).

Citywide and Countywide SCAG Projections

SCAG’s regional forecast population, housing, and employment projections for 2020 and 2045 for the City and the County are shown in *Table 4.11-2, SCAG Projections – City of Ontario and County of San Bernardino*. According to SCAG and TOP, significant growth is anticipated to occur within the City as well as the County in the next two decades. SCAG’s Connect SoCal forecasts that the population in the City will increase by 96,900 between 2016 and 2045, an approximately 56 percent increase. Households within the City are forecasted to increase by 28,500 from year 2016 to 2045, an approximately 62 percent increase. SCAG also forecasts that the number of jobs in the City will increase by 55,400 between 2016 and 2045, an approximately 49 percent increase.

² SCAG. 2020. *2020-2045 Connect SoCal – Demographics and Growth Forecast*. https://scag.ca.gov/sites/main/files/file-attachments/0903connectsocial_demographics-and-growth-forecast.pdf?1606001579 (accessed February 2021).

Table 4.11-2: SCAG Projections – City of Ontario and County of San Bernardino

	2016	2045	Projected Change 2016-2045	Percent Change 2016-2045
Adopted County of San Bernardino				
Population	2,141,000	2,815,000	674,000	31%
Housing	630,000	875,000	245,000	39%
Employment	791,000	1,064,000	273,000	35%
Adopted City of Ontario Forecast				
Population	172,200	269,100	96,900	56%
Housing	46,000	74,500	28,500	62%
Employment	113,900	169,300	55,400	49%
Source: SCAG 2020. RTP/SCS 2020-2045 – Connect SoCal, <i>Demographics and Growth Forecast</i> . Retrieved from: https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial_demographics-and-growth-forecast.pdf?1606001579 (accessed February 2021).				

Households

Citywide and Countywide Housing

As shown in *Table 4.11-3, Housing Units – City of Ontario and San Bernardino County*, DOF estimates that there are currently approximately 51,283 housing units in the City of Ontario. Characteristics of occupied and vacant housing units in the City and County, as reported by the DOF, are also shown in *Table 4.11-3*.

Table 4.11-3: Housing Units – City of Ontario and San Bernardino County

	City of Ontario	San Bernardino County
By Unit Type¹		
Single-Family Detached	30,162	516,651
Single-Family Attached	3,114	25,181
Two to Four	5,103	46,375
Five Plus	10,740	94,511
Mobile Homes	2,164	43,962
Total	51,283	726,680
Average Household Size	3.69	3.31
Vacancy Rate	3.7%	11.1%
Source: DOF. 2020. E-5 Population and Housing Estimates for Cities, Counties, and the State, 2011-2020 with 2010 Census Benchmark. https://www.dof.ca.gov/Forecasting/Demographics/Estimates/e-5/ (accessed February 2021).		

Employment

Citywide Employment

As shown in *Table 4.11-4, Employment by Industrial Sector – City of Ontario (2019)*, there were 124,060 jobs in Ontario from October 2018 to October 2019 as provided by the City of Ontario’s “Regional Intelligence Report.” The numbers of jobs in the City per industrial sector are shown in *Table 4.11-4* with the most amount of jobs at 15.9 percent occurring in the “Logistics/Utilities” sector.

Table 4.11-4: Employment by Industrial Sector – City of Ontario (2019)

Industrial Sector	Jobs in the City of Ontario	
	Jobs	Percent (%) of Total Jobs
Logistics/Utilities	19,720	15.9
Admin Support	15,470	12.5
Manufacturing	14,420	11.6
Retail Trade	13,910	11.2
Wholesale Trade	13,100	10.6
Education/Health	12,030	9.7
Leisure and Hospitality	8,480	6.8
Prof, Sci, Tech & Mgmt.	5,960	4.8
Government	5,890	4.8
NR/Construction	5,480	4.4
Financial Activities	4,400	3.5
Other Svcs.	3,150	2.5
Information	2,050	1.7
Total	124,060	100%

Source: UC Riverside. 2019. City of Ontario Regional Intelligence Report. <https://www.ontariothinksbusiness.com/sites/default/files/inline-files/City%20of%20Ontario%20RIR-Dec%202019.pdf> (accessed February 2021).

Jobs-Housing Balance

The jobs-housing ratio is a general measure of the total number of jobs and housing units in a defined geographic area, without regard to economic constraints or individual preferences. The balance of jobs and housing in an area—in terms of the total number of jobs and housing units as well as the type of jobs versus the price of housing—has implications for mobility, air quality, and the distribution of tax revenues. The jobs/housing ratio is one indicator of a project’s effect on growth and quality of life in the project area. SCAG applies the jobs-housing ratio at the regional and sub regional levels to analyze the fit between jobs, housing, and infrastructure. A major focus of SCAG’s regional planning efforts has been to improve this balance. SCAG defines the jobs-housing balance as follows:

Jobs and housing are in balance when an area has enough employment opportunities for most of the people who live there and enough housing opportunities for most of the people who work there. The region is, by definition, balanced... Job-rich subregions have ratios greater than the regional average; housing-rich subregions have ratios lower than the regional average.

Ideally, job-housing balance would... assure not only a numerical match of jobs and housing but also an economic match in type of jobs and housing.

Jobs-housing goals and ratios are advisory only. No ideal jobs-housing ratio is adopted in state, regional, or city policies. However, SCAG considers an area balanced when the jobs-housing ratio is 1.36; communities with more than 1.36 jobs per dwelling unit are considered jobs-rich; those with fewer than 1.36 are housing-rich. A job-housing imbalance can indicate potential air quality and traffic problems associated with commuting.

As shown in *Table 4.11-5, Jobs-Housing Balance*, the jobs-housing balance in the City is forecast to decrease slightly between 2016 and 2045, from 2.47 to 2.27. The City is shown to have a disproportionate number of employment opportunities to housing. This suggests that many Ontario workers commute to

the City. According to SCAG projections, the City is expected to remain jobs-rich. The size, location in the City, and noise and safety zones surrounding the City provide a physical barrier for the development of land uses such as housing, and therefore encourage placement of compatible land uses such as retail, office, industrial, warehousing, and airport service-related uses. Consequently, and as stated above, the City is inherently jobs-rich.

Furthermore, as shown in *Table 4.11-5*, the County is below the proposed balanced ratio of 1.36. It is expected to decrease from 2016 to 2045 to 1.22 which would still be considered housing-rich. Therefore, it is likely that residents within the subregion will supply most of the workforce, thereby reducing the influx of individuals migrating to southwest County and the Ontario area. Additional employment to the area is expected to create a better balance between housing and jobs within the County subregion.

Table 4.11-5: Jobs-Housing Balance

Jurisdiction	Year	Employment	Households	Jobs-Housing Ratio
City of Ontario	2016	113,900	46,000	2.47
	2045	169,300	74,500	2.27
County of San Bernardino	2016	791,000	630,000	1.26
	2045	1,064,000	875,000	1.22

Source: SCAG. 2020. Connect SoCal, Demographics and Growth Forecast Technical Report. https://scag.ca.gov/sites/main/files/file_attachments/0903fconnectsocial_demographics-and-growth-forecast.pdf?1606001579 (accessed February 2021).

4.11.2 Regulatory Setting

State and regional laws, regulations, plans, or guidelines that are potentially applicable to the Project are summarized below.

State

California Planning and Zoning Law

California planning and zoning law require each city and county to adopt a general plan for future growth (California Government Code §65300). This plan must include a housing element that identifies housing needs for all economic segments and provides opportunities for housing development to meet that need. At the state level, the Housing and Community Development Department (HCD) estimates the relative share of California’s projected population growth in each county based on California DOF population projections and historical growth trends. These figures are compiled by HCD in a Regional Housing Needs Assessment (RHNA) for each region of California. The RHNA is a tool used for SCAG and its member local governments in planning for growth. The RHNA quantifies the need for housing within each jurisdiction. Communities then plan, consider, and decide how they will address this need through the process of completing the Housing Elements of their General Plans. The RHNA does not necessarily encourage or promote growth but allows communities to prepare for growth in a way that enhances quality of life and mobility; improves access to jobs, transportation, and housing; and in a way that would not adversely impact the environment.

State law recognizes the vital role that local governments play in the supply and affordability of housing. To that end, California Government Code requires that the housing element achieve legislative goals to:

- Identify adequate sites to facilitate and encourage the development, maintenance, and improvement of housing for households of all economic levels, including persons with disabilities.
- Remove, as legally feasible and appropriate, governmental constraints to the production, maintenance, and improvement of housing for persons of all incomes, including those with disabilities.
- Assist in the development of adequate housing to meet the needs of low- and moderate-income households.
- Conserve and improve the condition of housing and neighborhoods, including existing affordable housing. Promote housing opportunities for all persons regardless of race, religion, sex, marital status, ancestry, national origin, color, familial status, or disability.
- Preserve for lower-income households the publicly assisted multifamily housing developments in each community.

California housing element laws (California Government Code §§ 65580–65589) require that each city and county identify and analyze existing and projected housing needs within its jurisdiction and prepare goals, policies, and programs to further the development, improvement, and preservation of housing for all economic segments of the community commensurate with local housing needs.

Housing Accountability Act (SB330)

SB330–Housing Accountability Act (Govt. Code §65589.5 et seq.) was passed by the California Legislature, signed by the Governor, and became effective on January 1, 2020. The bill is the result of the Legislature’s extensive findings regarding the California “housing supply crisis” with “housing demand far outstripping supply.” In 2018, California ranked 49th out of 50 states in housing units per capita. As stated in SB330, the Legislature further found that:

[T]he housing crisis has particularly exacerbated the need for affordable homes at prices below market rates... The housing crisis harms families across California and has resulted in all of the following... including increased poverty and homelessness, crowded and unsafe housing in urban areas, forced housing in green fields at the urban-rural interface with longer commute times and a higher exposure to fire hazard...as well as increase greenhouse gas emissions... the housing crises is severely impacting the state’s economy and also harms the environment.

As part of the newly enacted SB330, Government Code §65589.5(a)(1) provides:

The lack of housing, including emergency shelters, is a critical problem that threatens the economic, environmental, and social quality of life in California. California housing has become the most expensive in the nation. The excessive cost of the state’s housing supply is partially caused by activities and policies of many local governments that limit the approval of housing, increase the cost of land for housing, and require that high fees and exactions be paid by producers of housing. Among the consequences of those actions are

discrimination against low-income and minority households, lack of housing to support employment growth, imbalance in jobs and housing, reduced mobility, urban sprawl, excessive commuting, and air quality deterioration... Many local governments do not give adequate attention to the economic, environmental, and social costs of decisions that result in disapproval of housing development projects, reduction in the density of housing projects, and excessive standards for housing development projects.

SB330 amends Govt. Code § 65589.5, adds Govt. Code §§65940, 65943 and 65950, and repeals and readopts §§65906.5, 65913.10 and 65941.1. SB330 has numerous provisions, for which the most relevant to the Project include new prohibitions against removing or downzoning residentially zoned land such that there would be a “net loss” in residential zoning capacity. The legislation adds Chapter 12 to Division 1 of Title 7 of the Government Code (§66300 et seq.) that applies to “affected cities,” which are identified as cities in urbanized areas as determined by the most recent census. In accordance with SB330, the Department of Community Development and Housing (“HCD”) has prepared a list of affected cities and has determined that Ontario is an “affected city.” Therefore, pursuant to Government Code §66300(b)(1)(A) and (b):

(b)(1) Notwithstanding any other law except as provided in subdivision (i), with respect to land where housing is an allowable use, an affected city shall not enact a development policy, standard, or condition that would have any of the following effects:

(A) Changing the general plan land use designation, specific plan land use designation, or zoning of a parcel or parcels of property to a less intensive use or reducing the intensity of land use within an existing general plan land use designation, specific plan land use designation, or zoning district below what was allowed under the land use designation and zoning ordinances of the affected county or affected city, as applicable, as in effect on January 1, 2018...”

Except when approved by HCD or when the following exception is set out in Govt. Code §66300(i)(1) applies:

(i)(1) This section does not prohibit an affected county or an affected city from changing a land use designation or zoning ordinance to a less intensive use if the city or county concurrently changes the development standards, policies, and conditions applicable to other parcels within the jurisdiction to ensure that there is no net loss in residential capacity.

As explained in *Section 3.0* of the Draft EIR, the Project would eliminate the low-moderate density housing designation, thereby theoretically eliminating 1,352 dwelling units of residential zoning capacity (as determined by the City’s density determinations to be 8.5 dwelling units per acre [du/ac.]).

Regional

Southern California Association of Governments and Regional Housing Needs Assessment

SCAG is a council of governments representing Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. SCAG is the federally recognized metropolitan planning organization (MPO) for this

region, which encompasses over 38,000 square miles. It serves as a forum for addressing regional issues concerning transportation, the economy, community development, and the environment. SCAG develops, refines, and maintains SCAG's regional and small area socio-economic forecasting/allocation models. SCAG is also the regional clearinghouse for projects requiring environmental documentation under federal and state law. In this role, SCAG reviews proposed development and infrastructure projects to analyze their impacts on regional planning programs. As the southern California region's MPO, SCAG cooperates with the South Coast Air Quality Management District, the California Department of Transportation, and other agencies in preparing regional planning documents. The socioeconomic estimates and projections are used for federal and state-mandated long-range planning efforts such as the Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS), the Air Quality Management Plan, the Federal Transportation Improvement Program, and the Regional Housing Needs Assessment (RHNA).

The RHNA is an assessment process performed periodically as part of Housing Element and General Plan updates at the local level. The RHNA quantifies the need for housing by income group within each jurisdiction during specific planning periods. The RHNA is used in land use planning, to prioritize local resource allocation and to help decide how to address existing and future housing needs. The RHNA allows communities to anticipate growth, so that collectively the region can grow in ways that enhance quality of life, improve access to jobs, promote transportation mobility, and address social equity and fair share housing needs.

Regional Transportation Plan/Sustainable Communities Strategy

On September 3, 2020, SCAG adopted the 2020-2045 RTP/SCS, which places a greater emphasis than ever on sustainability and integrated planning. The 2020-2045 RTP/SCS vision encompasses a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. The 2020-2045 RTP/SCS includes a strong commitment to reduce emissions from transportation sources to comply with SB 375, improve public health, and meet the National Ambient Air Quality Standards. This long-range plan, required by the state of California and the federal government, is updated by SCAG every four years as demographic, economic, and policy circumstances change. The 2020-2045 RTP/SCS is a living, evolving blueprint for the region's future.

Local

Housing Element

The City of Ontario Housing Element's purpose is to provide an adequate supply of quality and affordable housing, which is fundamental to the economic and social well-being of the City. State law requires all communities to prepare a housing element every five years. The Housing Element is required to address the production, preservation, and improvement of housing in the community. Among its most important functions, the Housing Element analyzes existing and future housing needs; addresses constraints to meeting local housing needs; identifies land, financial, and administrative resources for housing; sets forth goals and policies to meet community housing needs; and establishes housing programs and an implementation plan.

Goal H2 **Diversity of types of quality housing that are affordable to a range of household income levels, accommodate changing demographics, and support and reinforce the economic sustainability of Ontario.**

Policy H2-1 *Corridor Housing.* We revitalize transportation corridors by encouraging the production of higher density residential and mixed-uses that are architecturally, functionally, and aesthetically suited to corridors.

4.11.3 **Thresholds of Significance**

According to Appendix G of the State CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

- 1) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?
- 2) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

4.11.4 **Plans, Policies, and Programs**

There are no plans, policies, or programs applicable to the Project related to population and housing impacts.

4.11.5 **Project Impacts and Mitigation**

Methodology and Assumptions

The Project’s demographics are examined in the context of existing and projected population for the San Bernardino County region in addition to the City of Ontario and considers consistency with TOP and the 2020-2045 RTP/SCS. Information on population, housing, and employment for the planning area is available from several sources including:

- **California Department of Finance.** The DOF prepares and administers California’s annual budget. Other duties include estimating population demographics and enrollment projections. DOF’s “Table E-5: City/County Population and Housing Estimates” reports on population and housing estimates for the state, counties, and cities.
- **Southern California Association of Governments.** Policies and programs adopted by SCAG to achieve regional objectives are expressed in its 2020-2045 RTP/SCS.

The potential impacts of the Project were evaluated relative to the demographic condition, jobs/housing balance and socioeconomic profiles. The Project would be considered consistent with TOP and the 2020-2045 RTP/SCS if it is compatible with the general intent of such plans and would not preclude attainment of primary goals of such plans.

Approach to Analysis

This analysis of impacts on population and housing examines the Project's temporary (i.e., construction) and permanent (i.e., operational) effects based on application of the significance criteria/thresholds outlined above. Each criterion is discussed in the context of the Project site and the SB330 Replacement Site and the surrounding characteristics/geography. The impact conclusions consider the potential for changes in environmental conditions, as well as compliance with the regulatory framework enacted to protect the environment.

The baseline conditions and impact analyses are based on review of Project maps and drawings; analysis of aerial and ground-level photographs; and review of various data available in public records, including local planning documents. The determination that a Project component would or would not result in "significant" adverse effects on population and housing considers the available policies and regulations established by local and regional agencies and the amount of deviation from these policies in the Project's components.

Impact Analysis

The following impact analysis addresses thresholds of significance for which the preliminary environmental analysis disclosed potentially significant impacts.

Impact 4.11-1: *Would the Project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?*

Level of Significance: Less Than Significant Impact

Specific Plan-Phase I/Future Development Areas

The Project would not introduce new population or housing to the Project site. Development would include business park and industrial uses, which would result in jobs for residents in the surrounding area. The Project's construction and operations will result in up to 5,333,518 square feet of industrial/warehouse, business park, and ancillary office space. The area surrounding the Project site will receive improvements to its roadways, landscaping, signage, lighting, and utility improvements to serve the site. Refer to *Section 6.2, Growth-Inducing Impacts* for additional discussion.

Employment Growth

Construction

The construction phase of the development would generate temporary employment opportunities, including short-term design, engineering, and construction jobs. Construction related jobs would not result in a significant population increase because they are expected to be filled by persons within the local economy. Because many of the employment opportunities are expected to be filled by persons within the local economy and the unemployment rate is approximately 7.2 percent within the jurisdictions in the Project vicinity of the Riverside-San Bernardino-Ontario Metropolitan Area as of May 2021. An adequate number of persons are available to fill the employment positions without constructing new

residential units.³ Furthermore, the small percentage of skilled and managerial positions could either be filled by the local economy or by persons outside the local economy. Therefore, the implementation of the Project would result in less than significant growth inducement impacts in the Project vicinity.

Operations

The projected number of employees that would result from the implementation of the Specific Plan was calculated based on the land use projection assumptions in the TOP EIR, Appendix J. As shown in *Table 4.11-6, Project Generated Employment*, the Project site has the potential to generate 5,459 employees.

Table 4.11-6: Project Generated Employment

Building	Warehouse (sf)	Total Building (sf)	Employees/1,000 sf	Total Employees
Business Park	Non-Office (50%)	459,524	0.650	299
	Office (50%)	459,524	2.860	1,314
Industrial	Non-Office (90%)	3,973,023	0.650	2,583
	Office (10%)	441,447	2.860	1,263
Total	–	5,333,518	–	5,459

Source: City of Ontario. 2009. *The Ontario Plan DEIR*, Appendix J: Land Use Modeling Methodology. <https://www.ontarioplan.org/wp-content/uploads/sites/4/2016/05/32253.pdf> (accessed February 2021).

It should be noted that the “VMT Assessment” conducted by Urban Crossroads also projected a total of 5,459 employees which was used to determine the service population for purposes of calculating vehicle miles traveled per service population.

The forecast increase in Project employment is well within SCAG’s forecast employment increase for the City of 55,400 and the forecast employment increase for the County of 273,000 by 2045 (see *Table 4.11-2, SCAG Projections – City of Ontario and County of San Bernardino County*). Additionally, the Logistics/Utilities sector constitutes 15.9 percent of the jobs in the City of Ontario, highest among job sectors (see *Table 4.11-4*). The implementation of the Project would contribute to job growth in this already prosperous industrial sector. Project-related employment growth impacts are not anticipated to be significant, as the nearby regional population centers have adequate housing supply for anticipated Project workers.

Population Growth

Implementation of the Project would increase jobs in the City, which would have the potential to increase the demand for housing in the area. As stated, the proposed increase in 5,333,518 square feet of business park and industrial uses has the potential to result in 5,459 jobs. The San Bernardino Council of Governments (SBCOG) region is housing-rich. The Project would produce more jobs and therefore would support the improvements designated by SCAG in pursuit of an improved jobs-housing-balance for the County. Because the region is housing-rich, it is expected that jobs at the Project site would be drawn from the local and regional labor force.

³ U.S. Bureau of Labor Statistics. (May 2021). Unemployment Rates for Metropolitan Areas. <https://www.bls.gov/web/metro/laummtrk.htm>. Accessed July 21, 2021.

However, even if the Project increase in employees added equivalent population to the Project site, growth of 5,459 residents would be well within the growth projections assumed for the City and the region, specifically, 96,900 by 2045 in the City and 674,000 by 2045 in the County (see *Table 4.11-2, SCAG Projections – City of Ontario and County of San Bernardino County*). Therefore, the Project would not result in substantial population growth, and impacts would be less than significant.

Jobs-Housing Balance

As stated, the SBCOG region is considered housing rich. According to SCAG RTP/SCS, “the region will add 3,672,000 people, 1,621,000 households and 1,660,000 jobs over the RTP/SCS (2045) planning horizon.”⁴ The Project would produce more jobs and therefore would support the improvements designated by SCAG in pursuit of an improved jobs housing-balance for the County.

Project impacts on the jobs-housing balance are estimated by comparing employment and household buildout statistics of the Project to that of SCAG’s 2045 projections.

As shown in *Table 4.11-7*, at Project buildout, the jobs-housing ratio for the City is estimated to be 2.35 which is similar to and only marginally different than SCAG projections for the City in 2045 of 2.27 (see *Table 4.11-5, Jobs-Housing Balance*). Buildout of the Specific Plan would result in an estimated jobs-housing ratio of 1.22 for the County, equivalent to the SCAG projection for the County of 1.22. Therefore, no significant impact related to jobs-housing balance is anticipated to occur with implementation of the Project.

Table 4.11-7: Projected Jobs-Housing Balance

Year	Employment	Households	Jobs-Housing Ratio
City of Ontario			
2016	113,900	46,000	2.47
SCAG 2045 Projection	169,300	74,500	2.27
Net increase due to Project	5,459	Not Applicable	Not Applicable ¹
SCAG 2045 Projection + Project	174,759	74,500	2.27
County of San Bernardino			
2016	791,000	630,000	1.26
SCAG 2045 Projection	1,064,000	875,000	1.22
Net increase due to the Project	5,459	Not Applicable	Not Applicable
SCAG 2045 Projection + Project	1,069,459	875,000	1.22
Source: SCAG. 2020. <i>Connect SoCal, Demographics and Growth Forecast Technical Report</i> . https://scag.ca.gov/sites/main/files/file-attachments/0903connectsocial_demographics-and-growth-forecast.pdf?1606001579 (accessed February 2021).			
¹ Jobs-housing ratios are identified for regions and subregions and are not applicable to an area as small as the Ontario Ranch Specific Plan.			

SB330 Replacement Site

Construction and Operations

The proposed rezoning of the SB330 Replacement Site would not result in any additional housing. By definition, pursuant to SB330, the rezoning of the SB330 Replacement Site would offset the “lost” residential zoning capacity of the Specific Plan site, such that there would be “no net loss.” Indirect

⁴ SCAG. 2020. *Connect SoCal, Demographics and Growth Forecast Technical Report*. https://scag.ca.gov/sites/main/files/file-attachments/0903connectsocial_demographics-and-growth-forecast.pdf?1606001579 (accessed February 2021).

population and housing impacts associated with the slight increase in residential density are not anticipated to be significant or otherwise represent new or substantially more severe environmental impacts than identified in the City's TOP EIR. Therefore, impacts associated with population and housing would be less than significant.

Conclusion

As a result of the Project and related components, 5,459 new employees are expected for the City of Ontario. All growth is planned according to TOP and SCAG and would put no unnecessary strain on housing in the region. The construction phase of the development would generate temporary employment opportunities and would not result in a significant population increase because they would be filled by workers in the region. A less than significant impact is expected to occur.

Mitigation Measures

No mitigation is required.

Impact 4.11-2: Would the Project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

Level of Significance: Less Than Significant Impact

Specific Plan-Phase I/Future Development Areas

Construction and Operations

The existing Project site currently contains an operational dairy farm and is improved with several residential structures, dairy barns, storage structures, feed storage barns, and numerous livestock corrals. Existing uses would be removed during Project site preparation. The displaced residential units and occupants are voluntarily selling the property to the applicant. Furthermore, the City and surrounding region has adequate housing capacity to accommodate the displaced residents, as discussed above. The affected units are within an Agricultural Overlay District that anticipated future development of this site, which was addressed in the City's TOP EIR. No significant impact would occur.

SB330 Replacement Site

Construction and Operations

The SB330 Replacement Site is proposed for a slight increase in residential density for this 473-acre area. The slight increase in density, which was already reviewed as part of the City's TOP EIR, is not anticipated to result in any additional housing or occupant displacement than would occur under current zoning. Any displacement of housing or occupants would proceed in accordance with the City's standard development review process, including housing relocation assistance. As noted above there is adequate housing stock in the City and surrounding region to absorb the displacement of any residents in the SB330 Replacement Site area. Furthermore, this area is currently being planned by the City as part of the City's TOP Update process to include substantially more housing opportunities. Therefore, impacts in this regard are less than significant.

Conclusion

The 1,352 dwelling units provided by the Grove Avenue Corridor SB330 Site would make up for any displacement of housing due to the Project. Therefore, the Project would not displace a substantial number of existing housing, and no net loss of housing would occur. A less than significant impact is anticipated.

Mitigation Measures

No mitigation is required.

4.11.6 Cumulative Impacts

The area considered for cumulative impacts is the County of San Bernardino. Impacts are analyzed using General Plan projections in SCAG's 2020-2045 RTP/SCS Growth Forecast. Development of the Project in conjunction with the related cumulative project list in *Table 4-1, Related Approved and Pending Projects* in *Section 4.0* of this Draft EIR, would not result in cumulative citywide population and/or housing impacts, as business park projects would further improve the jobs-housing balance in the region. This would encourage alignment with objectives set by SCAG's RTP/SCS as it would increase job opportunity in an area that is predominantly residential. Furthermore, the Project would be consistent with the goals set forth in TOP by providing long-term employment opportunities associated with the buildout of the Business Park and Industrial uses on site. Related projects would be reviewed by the City, and development would be required to be consistent with adopted state and City development standards, regulations, plans, and policies to minimize the effect of the increase in population on physical impacts on the environment. Additionally, the indirect effect of Project employment on housing and population growth in the City has been anticipated in TOP, and therefore in regional housing and population forecasts. As such, the Project would not contribute to cumulatively adverse growth impacts. Upon approval, the Project would improve the jobs-housing balance in the County of San Bernardino which is notably considered a housing-rich area. Therefore, the Project combined with related projects would not result in cumulatively considerable impacts to population and housing as no substantial new unplanned growth would occur.

4.11.7 Significant Unavoidable Impacts

There are no unavoidable significant impacts with respect to Population and Housing.

4.11.8 References

City of Ontario. 2009. *The Ontario Plan DEIR, Appendix J: Land Use Modeling Methodology*.

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DOF. 2020. *E-4 Population Estimates for Cities, Counties, and the State, 2011-2020 with 2010 Census Benchmark*. <https://www.dof.ca.gov/Forecasting/Demographics/Estimates/e-4/2010-20/>.

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https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial_demographics-and-growth-forecast.pdf?1606001579.

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<https://www.bls.gov/web/metro/laummtrk.htm>. Accessed July 21 2021.

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4.12 PUBLIC SERVICES

This section of the Draft Environmental Impact Report (Draft EIR) evaluates potential South Ontario Logistics Center Project (Project) impacts on public services amenities by identifying anticipated demand and evaluating its relationship to existing and planned public services, facilities, and availability to serve the City of Ontario (City) population. For abbreviation purposes, the general term “public services” in this Draft EIR includes the following: fire protection, police protection, schools, parks, and library services. This section identifies potential impacts that could result from implementation of the Project, which includes construction and operation of the Project site.

In accordance with Appendix G of the California Environmental Quality Act (CEQA) Guidelines, the emphasis in this Draft EIR is on impacts to public services that could result from implementation of the Project and that could require construction or expansion of existing public service facilities resulting in a physical impact on the environment.

4.12.1 Environmental Setting

Fire Protection and Emergency Medical Services

The City of Ontario Fire Department (OFD) provides fire protection, paramedic, and emergency response services to the City and the Project site. The Emergency Medical Service (EMS) Bureau was created by the OFD to provide additional medical care in emergency cases. This is accomplished through the continued training of firefighters in paramedic methods and programs.¹ The Fire Operations Bureau of the OFD includes specialized teams trained to provide advanced services. These teams include the Bomb Squad, the Hazardous Materials Team, the Urban Search and Rescue team, and the Special Weapons and Tactics (SWAT) team.² The Fire Prevention Bureau is responsible for developing and implementing programs and policies that prevent or reduce the magnitude of emergency occurrences (i.e., loss of life and property, or environmental damage).

The OFD serves the City’s population of more than 181,000 people, covering nearly 50 square miles. Ten fire stations, which have a daily staffing level of 57, are comprised of nine 4-person engine companies, three 4-person truck companies, and a 6-person Aircraft Rescue and Firefighting (ARFF) station. Station #9 is in a temporary location while a permanent location is being developed. Station #10 is currently located at the Ontario International Airport.

The two closest OFD fire stations to the Project site are Station #2, located approximately 3.6 miles northwest of the Project site and Station #3, located approximately 3.5 miles north of the Project site. The Project site is within the existing first-in service area of Station #2, meaning they are the first to arrive on scene in case of emergency. Fire stations near the Project site are provided in *Table 4.12-1, Project Area Fire Services*, below.

¹ City of Ontario. EMS – EMS Bureau. Retrieved from: <https://www.ontarioca.gov/Fire/EMS>

² City of Ontario. Operations. Retrieved from: <https://www.ontarioca.gov/Fire/Operations>

Table 4.12-1: Project Area Fire Services

Station/Address	Distance from Project Site	Apparatus	Daily
#2 located at 544 W. Francis St., Ontario, CA 91762	3.67 miles northwest of the Project site	1 paramedic engine, 1 OES type, 1 fire	4
#3 located at 1408 E. Francis St., Ontario, CA 91761	3.55 miles north of the Project site	1 paramedic engine, 1 HazMat unit	4

Source: City of Ontario (2020). Fire Stations. Retrieved from: <https://www.ontarioca.gov/Fire/FireStations>

Chino Valley Fire Department Station 63 is located approximately two miles south of the Project site, on the southern end of the Chino Airport. OFD maintains a mutual-aid agreement with the Operation Area and State of California and receives first alarm automatic aid from the following fire departments:

- Chino Valley Fire Department District—Fire Stations 63 and 65
- Montclair Fire Department—Fire Stations 151 and 152
- Ontario Airport Fire Department
- Rancho Cucamonga Fire Department—Fire Stations 172 and 174
- San Bernardino County Fire Department—Central Valley Battalion Fire Stations 74 and 72
- Upland Fire Department—Fire Station 161

The OFD has several response times benchmarks as identified in *Table 4.12-2, OFD Response Times*. OFD achieves its benchmarks with a 90 percent success rate. Due to the lack of surrounding development, average response times to the Project area is 10 minutes and 32 seconds.

Table 4.12-2: OFD Response Times

Measure	OFD Benchmark	
	Fire	EMS
Alarm Processing Time	1:30	1:30
Turnout Time	2:00 day; 2:30 night	1:20 day; 1:40 night
Travel Time	6:29	6:29
Total Response Time	9:59 day; 10:29 night	9:19 day; 9:39 night

The Kaiser Permanente Ontario Medical Center is the nearest hospital to the Project site. The facility is located approximately five miles northeast of the Project site. Although Kaiser provides emergency and urgent care services, they operate largely on a membership basis. The Chino Valley Medical Center is at a greater distance at approximately 5.4 miles northwest of the Project site. Both medical facilities offer emergency services and urgent care.

Unlike the Project site, the SB330 Replacement Site along Grove Avenue would be served by the closest stations: OFD’s Station #3, approximately 2.5 miles north of the SB330 Replacement Site; Station #9, approximately 3 miles southeast; and the Chino Valley Fire Station #7, approximately 3.3 miles away. The nearest hospital is the Kaiser Permanente Ontario Medical Center, approximately 2.3 miles northeast.

Police

The Ontario Police Department (OPD) provides law enforcement services for the City. The OPD operates within three different geographical areas of the City: the West Area Command, East Area Command, and South Area Command. The Project would be located at the southern end of the South Area Command. The nearest OPD facility is located approximately 5.7 miles northeast of the Project site. The OPD has five main service bureaus: Field Operations, Special Operations, Investigations, Airport, and Administration. These bureaus consist of several divisions and units such as: Air Support, Community Oriented Problem Solving (COPS), Special Enforcement, Career Criminal, Traffic, Detectives, the Ontario Mills Mall unit, Recruitment and Training, Forensics, Records, Communications and Crime Prevention/Crime Analysis. OPD is equipped with patrol vehicles, motorcycles, K-9 units, unmarked units, helicopters, bicycles, a SWAT van, command armored rescue vehicle, and crime prevention vans. The nearest OPD facility to the SB330 Replacement Site along the Grove Avenue Corridor is 3.2 miles northeast.

The OPD currently employs 289 sworn police officers, 105 civilian personnel, and a minimum of 14 patrol officers per shift. The Ontario Police Department provides staffing based on the needs of the department and City and utilizes both civilian and sworn staff.

The Police Department's response time is the time between receipt of a service call and the on-scene arrival of a patrol officer, which varies depending on the urgency of the call. Due to the uniqueness of each call, the department strives for a quick and specific response for non-emergency calls. The average emergency call response time is four minutes.

Schools and Libraries

The Project would be located within the Chino Valley Unified School District (CVUSD). CVUSD has 35 schools, of which 19 are California Distinguished Schools.³ The District offers educational facilities for the Elementary, Junior High School, and High School attendees. The Project site is within the attendance areas for Liberty Elementary, Woodcrest Junior High School, and Chino High School.^{4,5,6} The closest schools are Liberty Elementary and Woodcrest Junior High School at 2.9 miles from the Project site. The nearest school to the SB330 Replacement Site is Ranch View Elementary School, which is 2.3 miles east.

The City's libraries are managed by the Community Life and Culture Department.⁷ The department manages the City's two public libraries, neither of which are near the Project site. The South Ontario Lewis Family Branch Library is approximately 4.0 miles northeast of the Project site and the Ovitt Family

³ Chino Valley Unified School District (2020). *Chino Valley Unified School District*. Retrieved from: <https://www.chino.k12.ca.us/domain/44>.

⁴ Chino Valley Unified School District (2009). Elementary School Attendance Areas. Retrieved from https://www.chino.k12.ca.us/site/handlers/filedownload.ashx?moduleinstanceid=40374&dataid=88556&FileName=Elementary_School_Boundary_Map.pdf.

⁵ Chino Valley Unified School District (2009). Junior High School Attendance Areas. Retrieved from: https://www.chino.k12.ca.us/site/handlers/filedownload.ashx?moduleinstanceid=40374&dataid=88556&FileName=Elementary_School_Boundary_Map.pdf.

⁶ Chino Valley Unified School District (2009). High School Attendance Areas. Retrieved from: https://www.chino.k12.ca.us/site/handlers/filedownload.ashx?moduleinstanceid=40374&dataid=88557&FileName=Junior_High_School_Boundary_Map.pdf.

⁷ City of Ontario (2020). *Library*. Retrieved from: <https://www.ontarioca.gov/Library>.

Community Library is approximately 6.3 miles northwest of Project site. The Chino Branch Library, located in Chino, is located 4.8 miles northwest of the Project site as well.

Parks

City parks are managed by the City of Ontario Parks and Street Maintenance Department. The nearest parks to the Project are Centennial Park, which is a City park, and two City of Chino parks, Constellation Park, and Cypress Trails Park. These parks are approximately 2.0 miles north, 2.5 miles north, and 4.8 miles west of the Project site, respectively.

4.12.2 Regulatory Setting

Federal

International Fire Code

The International Fire Code⁸ (IFC) establishes minimum requirements for fire prevention and fire protection systems using prescriptive and performance-related provisions. This is a model code that regulates minimum fire safety requirements for new and existing buildings, facilities, storage, and processes. The IFC includes general and specialized technical fire and life safety regulations addressing fire department access, fire hydrants, automatic sprinkler systems, fire alarm systems, fire and explosion hazards safety, use and storage of hazardous materials, protection of emergency responders, industrial processes, and many other topics. The IFC is issued by the International Code Council, an international organization of building officials.

State

California Fire Code

The California Fire Code (CFC) (California Code of Regulations, Title 24, Part 9)⁹ is based on the 2018 adoption of the IFC and includes amendments from the State of California fully integrated into the code. The CFC contains fire safety-related building standards that are referenced in other parts of Title 24 of the California Code of Regulations. The CFC is updated once every three years; the 2019 CFC took effect on January 1, 2020. The CFC sets forth regulations regarding building standards, fire protection and notification systems, fire protection devices such as fire extinguishers and smoke alarms, high-rise building standards, and fire suppression training. It contains regulations relating to construction, maintenance, and use of buildings. Topics addressed in the code also include fire department access, fire hydrants, automatic sprinkler systems, fire alarm systems, fire and explosion hazards safety, hazardous materials storage and use, provisions intended to protect and assist fire responders, industrial processes, and many other general and specialized fire-safety requirements for new and existing buildings and the surrounding premises. Development under the Project would be subject to applicable regulations of the CFC.

⁸ IFC. (2018). Retrieved from: <https://codes.iccsafe.org/content/IFC2018P4/effective-use-of-the-international-fire-code>.

⁹ CFC. (2019). Retrieved from: <https://up.codes/viewer/california/ca-fire-code-2019>.

California Health and Safety Code

The California Health and Safety Code §13000 et seq., includes fire regulations for building standards (also in the CBC), fire protection and notification systems, fire protection devices such as extinguishers and smoke alarms, high-rise building and childcare facility standards, and fire suppression training.

California Occupational Safety and Health Administration

In accordance with the California Code of Regulations, Title 8 §1270 “Fire Prevention” and 6773 “Fire Protection and Fire Fighting Equipment,” California Occupational Safety and Health Administration (Cal/OSHA) has established minimum standards for fire suppression and emergency medical services. The standards include, but are not limited to, guidelines on the handling of highly combustible materials, firehouse sizing requirements, restrictions on the use of compressed air, access roads, and the testing, maintenance, and use of all firefighting and emergency medical equipment.

California Senate Bill 50 and California Government Code (§65995(b)) and Education Code (§17620)

California Senate Bill (SB) 50¹⁰ places limitations on the power of local governments to require mitigation of school facilities by developers. Under the provisions of SB 50, school districts can collect fees to offset the cost of expanding school capacity, which becomes necessary as development occurs. These fees are determined based on the square footage of proposed uses. As a part of this bill, school districts must base their long-term facilities needs and costs on long-term population growth in order to qualify for this source of funding. Payment of statutory school fees is deemed to be adequate mitigation of school impacts under CEQA. Prior to SB 50, case law allowed cities to consider and impose conditions to mitigate impacts of new development on school facilities.

SB 50 amended California Government Code (CGC) §65995¹¹, which contains limitations on Education Code §17620¹², the statute that authorizes school districts to assess development fees within school district boundaries. Government Code §65995(b)(3) requires the maximum square footage assessment for development to be increased every two years, according to inflation adjustments. Currently, the maximum impact fees allowed by SB 50 are as follows:

- In the case of residential construction, \$1.93 per square foot of assessable space.
- In the case of any commercial or industrial construction, \$0.31 per square foot of chargeable covered and enclosed space. (Gov. Code §65995, subd. (b)).

According to CGC §65995(3)(h), the payment of statutory fees is “deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or

¹⁰ California SB 50. (1998). Retrieved from: http://www.leginfo.ca.gov/pub/97-98/bill/sen/sb_0001-0050/sb_50_bill_19980827_chaptered.pdf.

¹¹ Government Code 65995. (2015). Retrieved from: https://leginfo.ca.gov/faces/codes_displaySection.xhtml?lawCode=GOV§ionNum=65995.

¹² Education Code. (2010). Retrieved from: https://leginfo.ca.gov/faces/codes_displaySection.xhtml?lawCode=EDC§ionNum=17620.

reorganization...on the provision of adequate school facilities.” The school district is responsible for implementing the specific methods for mitigating school impacts under the Government Code.

Housing Accountability Act (Senate Bill 330; Govt. Code §65589.5 et seq.)

The Housing Accountability Act (SB330), a bill passed by the California Legislature, took effect in January 2020. SB330 provides that a city may not disapprove a residential housing development project for low-moderate income households (as defined) unless the housing development project “would have a specific, adverse impact upon the public health or safety, and there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact without rendering the development unaffordable to low and moderate-income households, unless the housing development project is proposed on land ... which does not have adequate water or wastewater facilities to serve the project.” (CGC §65589.5(d)(4)). Its purpose is to increase housing in urbanized areas, while still accommodating future developments throughout a city.

Pursuant to SB330, the Project site would be rezoning land that could allow approximately 1,352 dwelling units. This “loss” of residential development capacity is required to be offset by rezoning or upzoning other land in the City, which is proposed to occur at the SB330 Replacement Site.

Mitigation Fee Act (California Government Code §§66000 through 66008)

The Mitigation Fee Act¹³ requires a local agency, such as the city establishing, increasing, or imposing an impact fee as a condition of development to identify the purpose of the fee and the use to which the fee is to be put. The agency must also demonstrate a reasonable relationship between the fee and the purpose for which it is charged, and between the fee and the type of development project on which it is to be levied. This Act became enforceable on January 1, 1989.

California State Assembly Bill 97 (AB 97)

Approved in July 2013, AB 97¹⁴ revises existing regulations related to financing for public schools, by requiring State funding for county superintendents and charter schools that previously received a general-purpose entitlement. The bill authorizes local educational agencies to spend, for any local educational purpose, the funds previously required to be spent for specified categorical education programs, including, among others, programs for teacher training and class size reduction.

California Building Code

The State of California provides a minimum standard for building design through the California Building Code (CBC), which is in Part 2 of Title 24 of the California Code of Regulations (CCR). CBC is based on the International Building Code but has been modified for California conditions. It is generally adopted on a jurisdiction-by-jurisdiction basis, subject to further modification based on local conditions. Commercial and residential buildings are plan checked by local City and County building officials for compliance with the CBC. Typical fire safety requirements of the CBC include the installation of sprinklers in all commercial

¹³ Mitigation Fee Act. (1987). Retrieved from: http://leginfo.legislature.ca.gov/faces/codes_displayText.xhtml?lawCode=GOV&division=1.&title=7.&part=&chapter=5.&article.

¹⁴ California AB 97. (2013). Retrieved from: https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201320140AB97.

and residential buildings; the establishment of fire resistance standards for fire doors, building materials, and particular types of construction; and the clearance of debris and vegetation within a prescribed distance from occupied structures in wildfire hazard areas.

Mutual Aid Agreements

The Emergency Management Mutual Aid (EMMA) system is a collaborative effort between city and county emergency managers in the Office of Emergency Services (OES) in the coastal, southern, and inland regions of the state. EMMA provides service in the emergency response and recovery efforts at the Southern Regional Emergency Operations Center (REOC), local Emergency Operations Centers (EOCs), the Disaster Field Office (DFO), and community service centers. The purpose of EMMA is to support disaster operations in affected jurisdictions by providing professional emergency management personnel. In accordance with the Mutual Aid Agreements, local and state emergency managers have responded in support of each other under a variety of plans and procedures.

The Quimby Act

The Quimby Act (California Government Code, §66477) was established by the California legislature in 1965 to develop new or rehabilitate existing neighborhood or community park or recreation facilities. This legislation was enacted in response to the need to provide parks and recreation facilities for California's growing communities. The Quimby Act gives the legislative body of a city or county the authority, by ordinance, to require the dedication of land or payment of in-lieu fees, or a combination of both, for park and recreational purposes as a condition of approval of a tract map or parcel map. The Quimby Act is implemented through City Ordinance and is discussed further below.

Local

The Ontario Plan

Included in TOP is the Policy (General) Plan which is a framework that would guide the City's future growth through the application of policies and goals. For the analysis of potential effects on Public Services, the Safety and Parks and Recreation Elements provide important guidelines and policies to ensure the City's goals are met.

Safety Element

Goal S3 **Reduced risk of death, injury, property damage and economic loss due to fires, accidents and normal everyday occurrences through prompt and capable emergency response.**

Policy S3-8 *Fire Prevention through Environmental Design.* We require new development to incorporate fire prevention consideration in the design of streetscapes, sites, open spaces and buildings.

Goal S7 **Neighborhoods and commercial and industrial districts that are kept safe through a multi-faceted approach of prevention, suppression, community involvement and a system of continuous monitoring.**

Policy S7-4 *Crime Prevention through Environmental Design (CPTED)*. We require new development to incorporate CPTED in the design of streetscapes, sites, open spaces and buildings.

Parks and Recreation Element

Goal PR1 **A system of safe and accessible parks that meets the needs of the community.**

Policy PR-14 *Multi-family Residential Developments*. We require that new multi-family residential developments of five or more units provide recreational facilities or open space, in addition to paying adopted impact fees.

City of Ontario Development Code

The following are a list of fees charged by the Building Department or collected by the Building Department on behalf of other departments or governmental agencies at the time permits are issued, for the City, specifically within the Ontario Ranch area.¹⁵ These fees took effect on October 17, 2020.

Police Impact Fees

The purpose of police impact fees is to ensure that new development finance its fair share of police protection facilities. This includes coverage for the cost of apprehensions of all suspects and recovery programs to reimburse the City (CGC, Title 5, §53150¹⁶).

The fees are calculated as follows:

- Business Park Uses: \$0.240/square foot
- Industrial Uses: \$0.014/square foot
- High Density Dwellings: \$362/unit

Fire Impact Fees

The purpose of fire impact fees is to ensure coverage for fire protection facilities, where new development occurs. Fees are calculated as follows:

- Business Park Uses: \$0.409/square foot
- Industrial Uses: \$0.030/square foot
- High Density Dwellings: \$627/unit

Library Impact Fees

The purpose of library impact fees is to ensure coverage for library facilities, where new development occurs. Fees are calculated as follows:

- High Density Dwellings: \$891/unit

¹⁵ City of Ontario, Ontario Ranch Development Impact Fees. (2020). Retrieved from: <https://www.ontarioca.gov/sites/default/files/Ontario-Files/Building/OR%20DIF%20Effective%2010-17-2020.pdf>

¹⁶ CGC, Title 5, Article 8, §53150. (1985). Retrieved from: http://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=GOV§ionNum=53150.

Park Impact Fees

The purpose of park impact fees is to ensure coverage for park facilities, where new development occurs. Fees are calculated as follows:

- High Density Dwellings: \$9,218/unit

4.12.3 Thresholds of Significance

According to Appendix G of the State CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

- 1) Would 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?

4.12.4 Plans, Programs, and Policies

PPP PS-1 The Project is required to comply with the 2019 Edition of the California Fire Code.

Methodology and Assumptions

The Project is evaluated against the significance criteria/thresholds, as the basis for determining the impact's level of significance concerning public services. This analysis considers the existing regulatory framework (i.e., laws, ordinances, regulations, and standards) that avoid or reduce a potentially significant environmental impact. Where significant impacts remain despite compliance with the regulatory framework, feasible mitigation measures are recommended, to avoid or reduce the Project's potentially significant environmental impacts associated with public services.

The potential impacts related to public services were evaluated based on the ability of existing and planned public services staffing, equipment, and facilities to meet the additional demand for any public services resulting from the development of the Project. Impacts are considered significant if implementation of the Project would result in inadequate staffing levels, response times, and or/ increased demand for services that would require the construction or expansion of new or altered facilities that might have an adverse physical effect on the environment.

Approach to Analysis

This analysis of impacts on public services examines the Project's temporary (i.e., construction) and permanent (i.e., operational) effects based on application of the significance criteria/thresholds outlined above. Each criterion is discussed in the context of the Project site and its SB330 Replacement Site, and the surrounding characteristics/geography. The impact conclusions consider the potential for changes in environmental conditions, as well as compliance with the regulatory framework enacted to protect the environment.

The baseline conditions and impact analyses are based on review of Project maps and drawings; analysis of aerial and ground-level photographs; and review of various data available in public records, including local planning documents. The determination that a Project component would or would not result in "significant" adverse effects on land use and planning standards considers the available policies and regulations established by local and regional agencies and the amount of deviation from these policies in the Project's components.

4.12.5 Project Impacts and Mitigation

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

Impact 4.12-1: *Would 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:*

Specific Plan-Phase I/Future Development Areas

Construction and Operations

i) *Fire protection?*

Level of Significance: Less Than Significant Impact

The development of the Project site includes eight buildings with a maximum of 5,333,518 square feet of industrial warehouse and office uses, constructed. Office uses are ancillary to the warehouses and occupy up to 1,075,235 square feet spread across the buildings. The industrial warehousing would occupy up to 4,337,356 square feet of the Project area. The increase in development and workers within the Project site would potentially result in additional calls for fire department services and increase the need for additional fire department staffing and equipment. The area that would be occupied by the Project is currently developed with agricultural uses. Although there are existing uses, the modification of the area to industrial and office uses would potentially create an increased need for fire protection.

The eight new tilt-up industrial/warehouse buildings would be constructed from non-flammable concrete and would be equipped with automatic ceiling-mounted fire sprinkler systems. All other fire-related safety

features would be in accordance with the applicable provisions of the adopted California Fire Code CFC and the City's Municipal Code §4-4.01, ordinances, and standard conditions regarding fire prevention and suppression measures related to water improvement plans, fire hydrants, fire access, and water availability. Additionally, prior to the approval of the Project, the City's Building Department and OFD would review building plans in order to ensure that all applicable fire safety features are incorporated as part of the Project. Prior to the approval of occupancy permits for the new buildings, it would be required that the OFD would inspect all new structures in order to ensure that all fire safety features have been implemented and installed correctly.

As stated above, the City has ten existing fire stations; the closest stations being Fire Station #2, located approximately 3.67 miles northwest and Fire Station #3, located approximately 3.55 miles north of the Project site. The existing facilities would serve the southern portion of the City, including the Project site.

Implementation of the Specific Plan would be required to be consistent with the City's General Plan for Business Park and Industrial uses as well as permitted floor area ratios (FAR). Additionally, fire service needs for the Project and surrounding area have been anticipated in the development of the planned fire service facility. Therefore, fire protection and emergency services to the Project would be accommodated within the City's new and existing fire service facilities, and buildout of the Project would not result in a significant impact on the ability to maintain adequate level of fire protection service to the area.

The Project would not create any deficiencies in current response times or staffing models, nor require provision of new or expanded fire facilities, construction of which would have the potential to cause significant environmental impacts. Therefore, fire protection and emergency services to the Project would be accommodated within the City's planned and existing fire service facilities, and buildout of the Project would not result in a significant impact on the ability to maintain adequate level of fire protection service to the area. Development impact fees (DIF) would also be collected in order to build and supply necessary infrastructure for fire protection services, as necessary. Therefore, impacts related to fire protection services would be less than significant.

ii) *Police Protection?*

Level of Significance: Less Than Significant Impact

The increase in development and workers within the Project site would result in additional calls for police services. However, implementation of the Specific Plan would include installation of security features and natural surveillance through the provision of low-intensity security lighting in and around the new buildings in addition to the parking areas. As described in *Section 3.0, Project Description*, the Project would incorporate design features that would discourage crime including features such as thematic fencing, decorative walkways and trellises. The design would also incorporate skylights and landscaping into the Project. Additionally, pursuant to the City's existing permitting process, the City's Building Department would review final site plans in order to ensure that crime prevention through design measures is incorporated as part of the Project. Furthermore, as the eight new buildings are expected to operate 24 hours a day, 7 days a week, someone would always be on-site, thereby lowering the crime potential for the Project site, lessening the potential for increased police facilities or personnel.

The OPD has prepared for growth of the Ontario Ranch area, where the Project site is located, and is expected to have adequate facilities and personnel to serve the proposed development. The OPD would continue to add staff and equipment on an as-needed basis in order to accommodate the incremental increasing demands from buildout of land uses, as was identified in the City's General Plan. Furthermore, buildout of the Project would not require construction of additional police facilities to maintain adequate police protection service. Thus, impacts related to police services would be less than significant.

iii) Schools?

Level of Significance: Less Than Significant Impact

The Project site is located within the Chino Valley Unified School District (CVUSD), which is part of the Chaffey Joint Union High School District. Therefore, the Project applicant would be required to pay the impact fees levied by the CVUSD, set within the limits of California SB 50.¹⁷ This funding program has been found by the Legislature to constitute "full and complete mitigation of the impacts" on the provision of adequate school facilities (Government Code §65995[h]). SB 50 establishes three potential limits for school districts, depending on the availability of new school construction funding from the state and the particular needs of the individual school districts. The school districts, including the CVUSD, within the City qualify for Level 1 fees, in which each district justifies their development fees for each land use and cannot request payment of development fees for school facility construction exceeding the amount of the statutory fees expressed in Education Code Section 17620. If school districts conduct a school facility needs assessment and qualify for participation in the State Funding Program by the State Allocation Board, among meeting other requirements, they can be eligible for Level 2 and Level 3 Fees. SB 50 also relieves jurisdictions from having the authority of denying approval of a legislative or adjudicative action under CEQA in reference to real estate development based upon the inadequacy of school facilities. Since the Project will pay any applicable fees pursuant to SB 50, a less than significant impact would occur.

iv) Parks?

Level of Significance: Less Than Significant Impact

The City provides over thirty parks for its residents. There are numerous parks in proximity to Project site that could be used by existing local residents and future employees of the Project site. The Project would pay applicable development impact fees including Quimby Act park fees. These fees, along with additional funding accruing to the City's general fund through direct and indirect economic benefit, would offset any additional demand caused by the Project's business park and industrial uses. No significant impact is anticipated with payment of fees.

v) Other Public Facilities?

Level of Significance: Less Than Significant Impact

Other Public Facilities generally refers to libraries and government buildings that serve the population within the jurisdiction. The Project construction and operation would not require the physical

¹⁷ Senate Bill 50. (2020). Retrieved from: https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=201920200SB50.

modification of any of the City's public facilities. Specifically, the development of the warehousing and office buildings would not conflict with any library facilities. As stated previously, the nearest library facility to the Project is the South Ontario Lewis Family Branch Library, approximately 4 miles northeast of the site. The construction and operation of the Project site would not result in a substantial increase in demand for these services such that a significant deterioration of the existing facilities would occur, or such that new facilities would be required.

Additional library services were accounted for in the City's TOP. The City has plans to build a new 37,646-square-foot public library in the New Model Colony (NMC) or "Ontario Ranch" area that would provide similar services as the Main Library and a 6,763-square-foot expansion in the Old Model Colony (OMC), totaling 44,409 new square feet of public library services. This would give citizens in that area access to similar levels of service as already exist in the OMC. The expansion of library services in the OMC would continue to bring similar levels of service to the residents in the OMC. In addition, the Ontario library system participates in an interlibrary exchange as part of the Inland Library System, which includes 18 other independent public libraries in Inyo, Riverside, and San Bernardino Counties. This would give existing and future citizens of Ontario access to additional library services. Therefore, additional construction of facilities would not be required.¹⁸

Other potential impacts to surrounding public facilities include the Chino Airport. Analyzed in greater detail in *Section 4.9, Land Use and Planning*, the Project was found to be compliant with the regulations and policies presented in the Chino Airport Land Use Community Plan (ALUCP). Because of the lack of substantial population growth and the Project's compliance with the Chino Airport ALUCP, a less than significant impact is expected to occur on surrounding public facilities.

Overall, a less than significant impact would occur to nearby public facilities.

SB330 Replacement Site

Construction and Operations

The SB330 Replacement Site is in an area that is already served by the City including OFD, OPD, Parks and Recreation, and other public facilities such as libraries. The City's TOP evaluated plans for expansion and increased demand for City services including fire and police protection services, schools, parks and recreation, and other public facilities. This includes the need for new stations or locations of new City buildings to provide services to residents.

Impacts on public facilities are typically associated with population increases. The rezoning of the SB330 Replacement Site proposes a slight increase in residential zoning capacity pursuant to SB330; however, the increased residential density would likely lead to a lower total population, as higher density residential developments tend to have fewer occupants per unit (3.347 persons per household) than low-medium

¹⁸ City of Ontario. (2009) The Ontario Plan Draft EIR; *Section 5.14, Public Services – Page 5.14-20*. Accessed May 4, 2021. Available at: <https://www.ontarioplan.org/wp-content/uploads/sites/4/2016/05/31728.pdf>

density (3.997 persons per household).¹⁹ Future development on the SB330 Replacement Site would increase the local population for that area but would not increase the overall City population.

No specific development is proposed for the SB330 Replacement Site. Any future development would be subject to applicable local, state and federal environmental regulations, including the City's discretionary review process. Analysis of public service impacts as part of the City's CEQA and discretionary review process would be conducted prior to any site-specific development of potential future residential housing. In addition, all future development would be required to pay a Development Impact Fee (DIF) to ensure the provision of adequate public services within the City. Development of the SB330 Replacement Site was evaluated as part of the City's TOP EIR, and the proposed rezoning would have no additional significant impacts beyond that evaluated in the City's TOP EIR.

Conclusion

The Project site and SB330 Replacement Site, when development begins, would have an overall less than significant impact on the City's public services. The City has accounted for future development and growth in its General Plan, codes and policies. When this is applied to future developments as part of the City's standard discretionary review process, it would result in a less than significant impact.

Mitigation Measures

No mitigation is required.

4.12.6 Cumulative Impacts

Fire Project Services

The cumulative study area for fire protection services is the City of Ontario. Future development projects are anticipated to occur throughout the City, specifically in the Ontario Ranch area, including the proposed Project. As indicated in the City's TOP, development of the Ontario Ranch Area would generate a proportional increase in demand for additional fire protection and emergency medical services. The City is in the process of constructing two new fire stations with one proposed in the Ontario Ranch Area that would help accommodate cumulative increases to fire protection services in the southern portion of the City including the Project area.

As stated above, implementation of the Project would increase the demand for fire protection services through the incorporation of additional people on-site in addition to the cumulative development of projects within the City. Thus, a periodic review process would ensure that adequate service would be maintained throughout the City and would add staffing and equipment as necessary. The OFD can presently serve the Project site without the need for additional fire facilities with payment of Development Impact fees. In addition, the Project would result in a transfer of residential unit capacity from the Project site to the SB330 Replacement Site designated along the Grove Avenue Corridor. Thus, the Project would not result in an overall net increase in City population and is likely in fact to result in a

¹⁹ City of Ontario. 2009. *The Ontario Plan DEIR*, Appendix J: Land Use Modeling Methodology. <https://www.ontarioplan.org/wp-content/uploads/sites/4/2016/05/32253.pdf> (accessed February 2021).

slight reduction in overall City population due to higher density residential development tending to have fewer occupants per dwelling unit.

Since the Project would be consistent with the buildout assumptions of the TOP and other applicable plans and regulations, payment of fees, and transfer of residential units capacity to the SB330 Replacement Site, implementation of the Project would not result in a cumulatively considerable increase in the need for fire and emergency response facilities or personnel.

Police Project Services

Similarly, future development projects are anticipated to occur within the City. This overall development would generate a proportional increase in calls for police services. All future cumulative projects would be reviewed by OPD staff prior to issuance of any development permit to ensure adequate security measures are provided for each site-specific development in the City, including this Project. It is anticipated that future development would result in the need of additional sworn officers and equipment, but with payment of fees, implementation of the Project would not create a cumulatively considerable need for new or expanded police stations. Therefore, cumulative impacts associated with the implementation of the Project would be less than significant.

Schools, Parks, and Other Public Services

As discussed above, the Project is not anticipated to cumulatively increase the need for school, park, and other public services in the City. The anticipated increase demands for public services for schools, parks, and other public services within the City was accounted for in the City's General Plan and analyzed in TOP EIR, which accounts for the cumulative growth in the City. In addition, cumulative development projects would pay the required development fees that would be appropriately allocated, in this case, to schools and parks. In addition, the TOP concluded that additional library services would not be required with buildout of the TOP. Therefore, cumulative impacts associated with schools, parks, and other public services from the Project would be less than cumulatively significant.

4.12.7 Significant Unavoidable Impacts

There are no unavoidable significant impacts with respect to Public Services.

4.12.8 References

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4.13 TRANSPORTATION AND TRAFFIC

This section of the Draft Environmental Impact Report (Draft EIR) evaluates the potential for implementation of the South Ontario Logistics Center project (Project) to result in transportation and traffic impacts in the City of Ontario (City). The analysis in this section is based in part on the following technical report(s):

- *Traffic Impact Analysis*, Urban Crossroads, August 2021 (*Appendix I1*).
- *Vehicle Miles Travelled (VMT) Analysis*, Urban Crossroads, August 2021. (*Appendix I2*).
- *SB330 Transportation Evaluation*, Urban Crossroads, February 2021 (*Appendix I3*).

Complete copies of these studies are contained in the technical appendices to this Draft EIR (located in *Appendices I1* through *I3*, respectively).

4.13.1 Environmental Setting

Project Site

The Project site comprises twenty-three parcels totaling approximately 219.39 acres of agricultural development and residential usage. The Project area is located approximately three miles south of SR 60 via SR 83, which is located west of the Project area. Direct access to the site is provided by Eucalyptus Avenue on the north, Merrill Avenue on the south, Grove Avenue on the east, and Campus Avenue on the west. Grove Avenue, Eucalyptus Avenue, Campus Avenue, and Merrill Avenue, which lack major street and parkway improvements. Bon View Avenue is a fully dedicated street but lacks street and parkway improvements. The Project site is currently accessible via multiple driveway entrances off of Grove Avenue and Eucalyptus Avenue. There are no site access points from Merrill Avenue or Bon View Avenue due to dirt berms along the property lines. There is an existing unused dedicated paper street (Cucamonga Avenue) that runs north/south through the center of the site that would be vacated. Currently, there are no existing traffic signals located at the street intersections bordering the site. No sidewalks exist adjacent to the site.

The City's Functional Roadway Classification Plan¹ designates Eucalyptus Avenue and Merrill Avenue as Collector Streets consisting of four lanes; Grove Avenue, Other Principal Arterial roadway, consisting of four lanes; and Campus Avenue, a Minor Arterial roadway, consisting of four lanes.

SB330 Replacement Site

The SB330 Replacement Site is in an area that is surrounded by several Other Principal Arterial roadways and Collector Streets. East Riverside Drive to the north of the site is classified as a Minor Arterial roadway consisting of six lanes. Both South Cucamonga Avenue and Edison Avenue are classified as Collector Streets, although Cucamonga Avenue consists of two lanes whereas Edison Avenue contains four.

¹ City of Ontario. 2016. TOP. Functional Roadway Classification Plan. Retrieved from: <https://www.ontarioplan.org/wp-content/uploads/sites/4/2015/05/M-2-Funct-Road-Class.pdf>. Accessed February 2021.

According to the City's Mobility Element System map², East Riverside Drive is a Class II roadway system and Edison Avenue consists of a Multipurpose Trail with a Bus Rapid Transit (BRT) Corridor.

Existing Regional Transportation System Characteristics

The Project site is located south of State Route (SR) 60 via SR 83 (Euclid Avenue), which is located west of the Project area. Interstate 15 (I-15) is located east of the Project site. In the Project vicinity, I-15 is generally an eight-lane freeway providing access to the proposed Project site via exiting Limonite Avenue from the south.

Existing Local Transportation System Characteristics

TOP provides descriptions of the various classes of roadways within the City. The City's circulation system includes three freeways, an international airport, two railroad main lines of the Union Pacific Railroad (UPRR) and one Southern California Regional Rail Authority (SCRRA) rail line, and a system of arterial and local streets. The following definitions from the City's Policy Plan EIR³ describes the characteristics of the various roadway classifications.

Divided Arterials: accommodate four to six lanes of traffic, with a median. These facilities are the principal thoroughfares through the City. They are intended to carry high traffic volumes, and driveway access is limited in order to provide for efficient flow of high-volume traffic.

Standard Arterials: accommodate four lanes of traffic, with or without a median. They are also designed to carry high volumes of traffic. These facilities provide access to major destinations in the city and serve as links between the divided arterials and the collector streets. Driveway access is limited where possible, to allow for efficient traffic flows.

Collector Streets: are two- to four-lane roadways that connect local streets to arterials. These facilities are designed to carry lower volumes of traffic, provide access to major developments, and allow travel between areas of the City.

Local Streets: are two-lane streets designed to provide access to local neighborhoods and individual properties. The City has two different cross-sections for local streets, although the configuration and purpose are the same for both.

Local Industrial Streets: are two-lane streets designed to provide access in industrial areas and to accommodate a higher percentage of truck traffic than to other local streets.

Bicycle, Equestrian, and Pedestrian Facilities

Field observations indicate nominal pedestrian and bicycle activity within the study area. Exhibit 3-14 of the TIA (Appendix I1) illustrates the City's future planned bicycle facilities, which proposes Class II and Multipurpose Trails along Merrill Avenue and Campus Avenue adjacent to the Project and the Cucamonga

² TOP. Mobility Element System Map. (2016). Retrieved from: <https://www.ontarioplan.org/wp-content/uploads/sites/4/2015/05/M-1-Mobility-Element-System.pdf>

³ TOP EIR. (2009). Retrieved from: <https://www.ontarioplan.org/wp-content/uploads/sites/4/2016/05/31736.pdf>

Creek Multipurpose Trail located east of the Project. A Multipurpose Trail is also proposed along Grove Avenue. Exhibit 3-15 of the TIA illustrates City of Chino future bicycle facilities, which proposes Class I bicycle facilities along Hellman Avenue and Kimball Avenue near the vicinity of the site and Class II or III bicycle facilities along Euclid Avenue (SR-83). Exhibit 3-16, of the TIA illustrates the City of Eastvale trails and bikeway systems. Existing pedestrian facilities within the study area are shown on Exhibit 3-17 of the TIA.

Truck Routes

The City has designated certain roadways for the purpose of channeling large trucks through and within the City. The city also maintains these routes to establish a network that provides for the effective transport of goods while minimizing negative impacts on local circulation and noise-sensitive land uses. In addition to the city's routes, the state of California has identified Mission Boulevard and parts of Milliken Avenue and Jurupa Street as extralegal load limit streets. Merrill Avenue, which runs along the southern boundary of the Specific Plan area, is a designated truck route from Euclid Avenue to Archibald Avenue.

Rail Lines and Crossings

Two major east-west freight lines traverse the city. A third east-west line runs just north of the northern boundary of the City. The northern route through the City is the UPRR Alhambra Subdivision Line, which begins at the Ports of Los Angeles/Long Beach and runs through Pomona but travels southeast to Riverside and points farther east.

The UPRR main lines run parallel to each other from the western boundary of the city to Campus Avenue. The Alhambra Subdivision Line continues to the east along the northern boundary of Los Angeles/Ontario International Airport (ONT) north of Airport Drive, and the Los Angeles Subdivision Line runs southeast along the south side of ONT and the north side of Mission Avenue. Metrolink's Riverside County Line runs on the southern tracks and the Amtrak Sunset Limited runs on the northern tracks. The rail line that traverses north of the City is the SCRRA line, on which Metrolink's San Bernardino Line operates. The Burlington Northern Santa Fe railroad has trackage rights on that line.

Both UPRR tracks are grade-separated at Mountain Avenue and Euclid Avenue in the western portion of the City. The northern tracks are grade-separated at Grove Avenue, Archibald Avenue, and Haven Avenue. The southern tracks are grade-separated at Grove Avenue and Haven Avenue.

Bus Transit

Omnitrans Transit Agency provides local transit service throughout San Bernardino County, including the City. Omnitrans provides countywide bus service and currently has five bus routes in the City that provide connections between rail stations, ONT, major employment and shopping centers, and residential areas.

- 61 – Fontana – Ontario Mills – Pomona (via Holt – Inland Empire)
- 63 – Chino – Ontario – Upland (via Chino – Riverside – Mountain – Holt – Campus – 4th)

- 80 – Montclair – Ontario Convention Center – Rancho Cucamonga (via Mountain – Holt – Vineyard)
- 81 – Ontario – Ontario Mills – Chaffey College (via Holt – Francis – Archibald – Riverside – Haven)
- 83 – Upland – Euclid – Chino (via Euclid)

There are three transfer centers in the City. The first is at the Civic Center on South Sultana Avenue, between East Holt Boulevard and East D Street; the second is at the Ontario Mills Mall, and the third is at ONT. Omnitrans provides connections to other regional bus services such as Foothill Transit, Los Angeles Metropolitan Transit Agency, and others. The City is coordinating with regional transit agencies to implement Bus Rapid Transit service to target destinations and along corridors, including Euclid Avenue west of the Project area.

Metrolink

Commuter train service in the City is provided by Metrolink, which operates six commuter rail lines throughout southern California. The Riverside County Line runs between Los Angeles Union Station and downtown Riverside on Mondays through Fridays between 4:30 AM and 8:00 PM, passing through the City. There is no Metrolink service on this line on Saturdays or Sundays. There is one Metrolink station in the city, off of Haven Avenue on Francis Street. This station is served by Omnitrans Bus Route 81. The Metrolink San Bernardino line is less than a mile north of the northern City limit. Nearby stations on this line are at Milliken Avenue and Campus Avenue.

Amtrak

Amtrak has one route that regularly stops in the City, the Sunset Limited route, which travels between Los Angeles and New Orleans, Louisiana. The Amtrak stops in the City and is located near the transfer center, on West Emporia Street and South Lemon Avenue (about one block from Holt and Sultana). This service arrives and departs on Sunday, Wednesday, and Friday.

4.13.2 Regulatory Setting

Federal

Americans With Disabilities Act

The Americans with Disabilities Act (ADA) of 1990 prohibits discrimination toward people with disabilities and guarantees that they have equal opportunities as the rest of society to become employed, purchase goods and services, and participate in government programs and services. The ADA includes requirements pertaining to transportation infrastructure. The Department of Justice's revised regulations for Titles II and III of the ADA, known as the 2010 ADA Standards for Accessible Designs, set minimum requirements for newly designed and constructed or altered State and local government facilities, public accommodations, and commercial facilities to be readily accessible to and usable by individuals with disabilities. These standards apply to accessible walking routes, curb ramps, and other facilities.

Surface Transportation Assistance Act Routes

The Surface Transportation Assistance Act (STAA) of 1982 allows large trucks, referred to as STAA trucks that comply with maximum length and width requirements, to operate on routes that are part of the National Network. The National Network includes the Interstate System and other designated highways that were a part of the Federal-Aid Primary System on June 1, 1991; states are encouraged, however, to allow access for STAA trucks on all highways.

State

Assembly Bill 1358, Complete Streets Act

The California Complete Streets Act of 2008, Assembly Bill (AB) 1358, was signed into law on September 30, 2008. Beginning January 1, 2011, AB 1358 required circulation elements to address the transportation system from a multimodal perspective. The bill states that streets, roads, and highways must “meet the needs of all users...in a manner suitable to the rural, suburban, or urban context of the general plan.” Essentially, this bill requires a circulation element to plan for all modes of transportation where appropriate—including walking, biking, car travel, and transit.

The Complete Streets Act also requires general plan circulation elements to consider the multiple users of the transportation system, including children, adults, seniors, and the disabled. For further clarity, AB 1358 tasked the Governor’s Office of Planning and Research to release guidelines for compliance with this legislation by January 1, 2014.

Sustainable Communities and Climate Protection Act

The Sustainable Communities and Climate Protection Act of 2008 or Senate Bill (SB) 375 was signed into law on September 30, 2008. The SB 375 regulation provides incentives for cities and developers to bring housing and jobs closer together and to improve public transit. The goal behind SB 375 is to reduce automobile commuting trips and length of automobile trips, thus helping to meet the statewide targets for reducing greenhouse gas (GHG) emissions set by AB 32. SB 375 requires each metropolitan planning organization to add a broader vision for growth, called a “Sustainable Communities Strategy” (SCS), to its transportation plan. The SCS must lay out a plan to meet the region’s transportation, housing, economic, and environmental needs in a way that enables the area to lower GHG emissions. The SCS should integrate transportation, land use, and housing policies to plan for achievement of the emissions target for their region.

Senate Bill 743

On September 27, 2013, SB 743 was signed into law. The Legislature found that with adoption of the Sustainable Communities and Climate Protection Act of 2008 (SB 375), the state had signaled its commitment to encourage land use and transportation planning decisions and investments that reduce vehicle miles traveled (VMT) and thereby contribute to the reduction of GHG emissions, as required by the California Global Warming Solutions Act of 2006 (AB 32). Additionally, AB 1358, described above, requires local governments to plan for a balanced, multimodal transportation network that meets the needs of all users.

SB 743 started a process that could fundamentally change transportation impact analysis as part of the California Environmental Quality Act (CEQA) compliance. These changes will include the elimination of auto delay, level of service (LOS), and similar measures of vehicular capacity or traffic congestion as the basis for determining significant impacts under CEQA. As part of the new CEQA Guidelines, the new criteria “shall promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses.” Office of Planning and Research (OPR) developed alternative metrics and thresholds based on VMT. The guidelines were certified by the Secretary of the Natural Resources Agency in December 2018. SB743 requires that automobile delay, as described solely by LOS of similar measures of vehicular capacity or traffic congestion, shall not be considered a significant impact on the environment.

Regional

Southern California Association of Governments (SCAG) 2020-2045 RTP/SCS

On September 3, 2020, SCAG adopted the 2020-2045 RTP/SCS (Connect SoCal), which places a greater emphasis than ever on sustainability and integrated planning. The 2020-2045 RTP/SCS vision encompasses a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. The 2020-2045 RTP/SCS includes a strong commitment to reduce emissions from transportation sources to comply with SB 375, improve public health, and meet the National Ambient Air Quality Standards. This long-range plan, required by the state of California and the federal government, is updated by SCAG every four years as demographic, economic, and policy circumstances change. The 2020-2045 RTP/SCS is a living, evolving blueprint for the region’s future.

San Bernardino County Congestion Management Program

The San Bernardino County Transportation Authority (SBCTA) is San Bernardino’s Congestion Management Agency (CMA). SBCTA prepares, monitors and periodically updates the County Congestion Management Program (CMP) to meet federal Congestion Management Process requirement and the County’s Measure I Program. The San Bernardino County CMP defines a network of state highways and arterials, LOS standards and related procedures, the process for mitigation of impacts of new development on the transportation system, and technical justification for the approach.

Measure I Strategic Plan

Measure I authorizes a half-cent sales tax in San Bernardino County until March 2040 for use exclusively on transportation improvement and traffic management programs. San Bernardino County voters first approved the measure in 1989 and in 2004 overwhelmingly approved the extension through 2040. Measure I includes language mandating development to pay its fair share for transportation improvements in San Bernardino County. The Measure I Strategic Plan is the official guide for the allocation and administration of the combination of local transportation sales tax, State and Federal transportation revenues, and private fair-share contributions to regional transportation facilities to fund the Measure I 2010–2040 transportation programs. The Strategic Plan identifies funding categories and allocations and planned transportation improvement projects in the County for freeways, major and local

arterials, bus and rail transit, and traffic management systems. The City has adopted a development impact fee (DIF) program that is consistent with Measure I requirements.

Local

City of Ontario

The Mobility Element of TOP establishes a guideline that is intended to provide a balanced transportation/circulation system that will support the anticipated growth in local and regional land uses. The Mobility Element is based on the following principles:

- Access to convenient local and regional mobility options is essential to the city's growth and prosperity.
- A comprehensive multi-modal mobility system is vital to achieving access to jobs, schools, shopping, services, parks and other key destination points.
- Transportation systems should reflect the context and desired character of the surrounding land uses.
- Well designed and maintained roadways are essential for the safe and efficient movement of goods and people.
- Transportation routes and their rights-of-way should be planned and preserved based upon projected travel demands.

The Mobility Element stipulates that roadways within the city comply with federal, state and local design and safety standards. Furthermore, the Mobility Element requires city roads maintain a peak hour LOS E or better at all intersections. The Mobility Element further provides goals and policies for bicycle, pedestrian, and public transit facilities. The following goals and policies would apply to the proposed Project:

Bicycle and Pedestrians

Goal M2 **A system of trails and corridors that facilitate and encourage bicycling and walking.**

Policy M2-1 Bikeway Plan. We maintain our Multipurpose Trails & Bikeway Corridor Plan to create a comprehensive system of on- and off-street bikeways that connect residential areas, businesses, schools, parks, and other key destination points.

Policy M2-2 Bicycle System. We provide off-street multipurpose trails and Class II bikeways as our primary paths of travel and use the Class III for connectivity in constrained circumstances.

Policy M2-3 Pedestrian Walkways. We require walkways that promote safe and convenient travel between residential areas, businesses, schools, parks, recreation areas, and other key destination points.

Policy M2-4 Network Opportunities. We explore opportunities to expand the pedestrian and bicycle networks. This includes consideration of utility easements, levees, drainage corridors, road rights-of-way, medians, and other potential options.

Public Transit

Goal M3 **A public transit system that is a viable alternative to automobile travel and meets basic transportation needs of the transit dependent.**

Policy M3-2 Transit Facilities at New Development. We require new development to provide transit facilities, such as bus shelters, transit bays and turnouts, as necessary.

Policy M3-3 Transit-Oriented Development. We may provide additional development-related incentives to those inherent in the Land Use Plan for projects that promote transit use.

4.13.3 Threshold of Significance

According to Appendix G of the State CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

- 1) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.
- 2) Conflict or be inconsistent with CEQA Guidelines §15064.3, subdivision (b).
- 3) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
- 4) Result in inadequate emergency access.

4.13.4 Plans, Programs, and Policies

PPP TR-1 The proposed Project would be required to comply with the City's Development Impact Fee (DIF) program, which helps fund transportation improvements. The City's DIF includes regional improvements to comply with Measure I. If roadway improvements are not included in the DIF program, the proposed Project would be required to provide funding on a fair share basis where appropriate, as determined by the City. These fees shall be collected by the City, with the proceeds solely used as part of a funding mechanism aimed at ensuring that regional highways and arterial expansions keep pace with the projected population increases. Chapter 1 of the TIA (contained in *Appendix 11*) provides more information on the DIF program, fair share contributions, and the proposed Project's expected contributions.

PPP TR-2 The proposed Project would be required to comply with Municipal Code §7-3.07, which requires that prior to any activity that would encroach into a right-of-way, the area be safeguarded through the installation of safety devices that would be specified by the City's Engineering Department during the construction permitting process to ensure that construction activities would not increase hazards.

Project Design Features

Roadway and Intersection Improvements

The proposed circulation plan for the proposed Project would facilitate site access and movement of vehicles, pedestrians, and cyclists within the Specific Plan area. All road surface, sidewalk, and trail improvements within the Specific Plan area must be approved by the City's Engineering Department. Refer to Exhibit 3-1 in the TIA (contained in *Appendix I1* to this Draft EIR) which depicts the improvements.

Methodology and Assumptions

The Project is evaluated against the aforementioned significance criteria/thresholds as the basis for determining the impact's level of significance concerning transportation resources. This analysis considers the existing regulatory framework (i.e., laws, ordinances, regulations, and standards) that avoid or reduce the potentially significant environmental impact. Where significant impacts remain despite compliance with the regulatory framework, feasible mitigation measures are recommended to avoid or reduce the Project's potentially significant environmental impacts.

4.13.5 Project Impacts and Mitigation

The following impact analysis addresses thresholds of significance pursuant to Appendix G of the State CEQA Guidelines.

Impact 4.13-1: Would the Project conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Level of Significance: Less than Significant Impact

In compliance with the City's Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment, a Traffic Analysis was conducted for the Project which includes an LOS analysis. Please note that this additional information is provided for information purposes only, as vehicle delay is no longer considered a significant impact under CEQA pursuant to SB743. Specifically, PRC §21099(b)(2) states that: "Upon certification of the guidelines by the Secretary of the Natural Resources Agency pursuant to this section, automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion *shall not be considered a significant impact* on the environment pursuant to this division, except in locations specifically identified in the guidelines, if any." (emphasis added). As summarized below under the "Supplemental Traffic Analysis" discussion, with respect to consistency with General Plan level of service policies, with recommended improvements the Project's effects on operational level of service will be consistent with applicable local agency policies. Refer to Appendix I1 for a complete discussion of analysis methodology and findings.

Specific Plan Phase I/ Future Development Areas

TOP Mobility Element

The City's General Plan Mobility Element⁴ guides mobility and transportation in the City, including transit, bicycle and pedestrian facilities. The Project would be consistent with the plan, programs, goals and policies of the Mobility Element by enhancing transportation networks and for vehicles and bicycle facilities, safely accommodating pedestrian walkways and providing easy access to the Project site via public transportation. The Project's circulation system has been designed consistently with the City's traffic and transportation guidelines and existing transportation system. Additionally, the Project would comply with the City's DIF program which would require a payment of fees to ensure that the regional circulation and/or arterial expansions planned by the City and County (i.e., CMP) keep pace with the projected population increases or other identified roadway deficiencies. Refer to the following bicycle, pedestrian and transit facilities discussion below for more information.

Bicycle and Pedestrian Facilities

The City proposes a Class II bikeway and multipurpose trails along Merrill Avenue and Campus Avenue adjacent to the Project. As discussed in Section 3.0, Project Description, the Project would improve all trails and bikeways along the Project frontages in conjunction with street improvements. The Project would provide sidewalks along all street abutting the Project site, and multipurpose trails would be provided the south side of Eucalyptus Avenue and the north side of Merrill Avenue. A bikeway on Merrill Avenue would connect to the city's existing bike path system. As such, the Project supports the City's goal of encouraging bicycling and walking by increasing the connectivity of the city's bicycle and pedestrian system. The sidewalks and trails would be designed to ensure pedestrian and bicyclist safety consistent with the City's Mobility Element. Therefore, a less than significant impact would occur.

Transit Facilities

Transit options provide an alternative mode of transportation for motorists and a primary mode for the transit dependent. The Project is located near the Omnitrans Route 81 route. Omnitrans Route 81 operates on Riverside Drive north of the site. However, there are no existing bus routes near the vicinity of the Project. The Riverside Transit Authority (RTA) serves the City of Eastvale (and other areas of Riverside County). Transit service is reviewed and updated by Omnitrans periodically to address ridership, budget and community demand needs. Changes in land use can affect these periodic adjustments which may lead to either enhanced or reduced service where appropriate. The City strives to provide a transit system that serves as a viable alternative to automobile travel. The Project would support transit use by improving existing pedestrian and bicycle facilities in the Project area. The Project would also increase the number of employees in the area that may access the site by public transit. The Project would not introduce new features to any public road that would affect transit in the Project area. As such, a less than significant impact would occur.

⁴ City of Ontario, Mobility Element. (2009). Retrieved from: <https://www.ontarioplan.org/policy-plan/mobility-element/>

SB330 Replacement Site

As the proposed Project would include the reallocation of 1,352 low to moderate density residential dwelling units to a mixed-use corridor with higher density residential that would offer improved access to transit, there are numerous aspects of the proposed change that would reduce VMT compared to the “No Project” condition.

The City’s TOP EIR evaluated development of the SB330 Replacement Site. The Project proposes rezoning the SB330 Replacement Site to a higher residential density to increase the maximum number of housing units to ensure there is no net loss of residential zoning density. This action however does not propose any specific construction of new structures or redevelopment of the SB330 Replacement Site. The Technical Advisory and City Guidelines each provide evidence that land use projects located within a transit priority area (TPA) or close to a high-quality transit corridor would tend to generate low VMT when compared to typical suburban residential areas characterized by dispersed, low-density, single-use, automobile dependent land use patterns. In addition to proximity to transit, higher density projects located within walking distance of a diverse mix of land uses (e.g., shopping, office, government services, etc.) also generates lower VMT when compared to typical dispersed suburban development. The proximity of complementary land uses combined with safe and convenient bike and pedestrian networks are proven to reduce the need for automobile dependent travel and therefore a reduction in VMT. The Project’s reallocation of 1,352 low to moderate density residential dwelling units to a higher density transit-oriented corridor that includes a diverse mix of uses would result in lower net VMT when compared to standard low to moderate density residential development.

Similarly, to the Specific Plan Phase I/ Future Development Areas, any future development on the SB330 Replacement Site would be required to conform to all applicable local, state, and federal transportation/traffic plans and regulations including the City’s discretionary review process. Development of the SB330 Replacement site would be designed accordingly with the City’s TOP Mobility Element and planned circulation as illustrated in Figure 3-4, Roadway Classification Plan. In addition, a TIA assessment and VMT assessment as part of the City’s CEQA and discretionary review process would be conducted prior to any site-specific development of potential future residential housing. Should significant impacts be identified as part of potential future of the SB330 Replacement Site area, roadway improvements or mitigation would be developed pursuant to the City’s TOP Circulation Element and CEQA requirements for transportation impacts (CEQA Guidelines §15126.4(a)). Furthermore, it should be noted that there is an added benefit in relocating the residential density from the Specific Plan site to the SB330 Replacement Site, in that the higher density residential zoning at the SB330 Replacement Site would be in a mixed-use transit-oriented core area of the City, which is being studied as part of the City’s current TOP Update process for even higher density to promote transit, reduced demand on vehicle travel and other sustainability principles.

Conclusion

The Project as well as the potential development of the SB330 Replacement Site would not conflict with the relevant goals, policies, and ordinances, addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. Therefore, impacts would be less than significant.

Mitigation Measures

No mitigation is required (refer to discussion below for recommended measures for operational level of service to meet applicable local agency transportation policies; while not a significant impact under CEQA per SB743, this information is provided here, will be considered by decision-makers, and recommended improvements likely incorporated into the Project's conditions of approval for construction or payment of fair share contributions).

Supplemental Traffic Impact Analysis

To ensure that the Traffic Analysis satisfies the City's traffic study requirements, Urban Crossroads, Inc. prepared a Project traffic study scoping package for review by City staff prior to the preparation of the report. The Agreement provides an outline of the Project study area, trip generation, trip distribution, and analysis methodology.

In an effort to conduct a conservative analysis, the Traffic Analysis utilized high-cube fulfillment center warehouse use and high-cube cold storage warehouse use to capture the range of allowable uses within the Industrial areas of the Project. Similarly, the industrial park rate was selected to capture the range of allowable uses within the Business Park areas of the Specific Plan. From a trip generation perspective, these land use assumptions are conservative in that trip generation would likely be overstated as opposed to understated.

Lastly, since the time that the Project has been scoped with the lead agency and following the commencement of the operations analysis contained within the Traffic Analysis, the site plan square footages have been modified. The latest site plan is reflected in Exhibit 1-1 of the Traffic Analysis, however the old site plan/square footage assumptions, which are more conservative, were utilized for the purposes of the Traffic Analysis.

Project Forecast Trip Generation

Trips generated by the Project's land uses were estimated in the Traffic Analysis based on trip generation rates collected by the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 10th Edition and the High-Cube Warehouse Trip Generation Study. The Project is anticipated to generate a total of 12,446 actual trip-ends per day, 991 AM peak hour trips and 1,136 PM peak hour trips (actual vehicles).

Traffic Study Scenarios and Assumptions

The Traffic Analysis includes documentation of existing conditions, future conditions, and identification of Project-related deficiencies at 75 study intersections (refer to table 1-1 of Appendix I1).

Analyses of these intersections/segments were conducted for the following scenarios in the morning and evening peak hours:

- Existing (2021) Conditions
- Existing plus Project (E+P), with analysis broken down for:
 - Phase 1

- Phase 1 + Phase 2 (Project Buildout)
 - Opening Year Cumulative (2024) Without Project
 - Opening Year Cumulative (2024) With Project (Phase 1)
 - Opening Year Cumulative (2024) With Project (Phase 1 + Phase 2)
 - Horizon Year (2040) Without Project
 - Horizon Year (2040) With Project (Project Buildout)

In summary, the Traffic Analysis noted various operational deficiencies at off-site locations under these seven scenarios. Note that operational delay is no longer a significant impact under CEQA. The discussion below and in the Traffic Analysis is being provided for informational purposes only. As described in Appendix I1 (Tables 5.5, 6.5 and 7.3), with implementation of recommended improvements, the Project will be consistent with applicable local agency operational level of service standards). Also note that the majority of the improvements noted below have already been conditioned as part of other project approvals in the City or represent regional improvements where the Project will be required to pay a fair share through the required payment of regional traffic impact fees. Refer to the Traffic Analysis (Appendix I1) for detailed discussion.

Existing Conditions

The existing study area intersections are currently operating at acceptable LOS during the peak hours with the exception of the following intersections:

- Euclid Avenue (SR-83) & Riverside Drive (#13) – LOS E PM peak hour only
- Grove Avenue & SR-60 Eastbound Ramps (#37) – LOS E AM peak hour only
- Grove Avenue & Edison Avenue (#42) – LOS F AM and PM peak hours
- Grove Avenue & Eucalyptus Avenue (#43) – LOS F PM peak hour only
- Grove Avenue & Merrill Avenue (#47) – LOS F AM peak hour; LOS E PM peak hour
- Walker Avenue & Edison Avenue (#36) – LOS F PM peak hour only
- Carpenter Avenue & Merrill Avenue (#54) – LOS F AM and PM peak hours
- Archibald Avenue & SR-60 WB Ramps (#56) – LOS F PM peak hour only
- Archibald Avenue & Limonite Avenue (#64) – LOS E AM peak hour only
- Hamner Avenue & Ontario Ranch Road (#70) – LOS F PM peak hour only

Existing Plus Project (Phase I) Conditions

The following additional study area intersections are anticipated to operate at an unacceptable LOS, in addition to those identified for Existing traffic conditions:

- Euclid Avenue (SR-83) & Merrill Avenue (#18) – LOS E PM peak hour only
- Walker Avenue/Flight Avenue & Merrill Avenue (#49) – LOS E AM and PM peak hours

Existing Plus Project (Buildout) Conditions

The following additional study area intersections are anticipated to operate at an unacceptable LOS, in addition to those identified for Existing traffic conditions:

- Euclid Avenue (SR-83) & Edison Avenue (#16) – LOS E PM peak hour only
- Euclid Avenue (SR-83) & Merrill Avenue (#18) – LOS E PM peak hour only
- Bon View Avenue & Edison Avenue (#24) – LOS F AM and PM peak hours
- Bon View Avenue & Merrill Avenue (#28) – LOS F PM peak hour only
- Walker Avenue/Flight Avenue & Merrill Avenue (#49) – LOS F AM and PM peak hours

Opening Year Cumulative (2024) Without Project Conditions

The following study area intersections are anticipated to operate at a deficient LOS during one or both peak hours for Opening Year Cumulative (2024) Without Project traffic conditions:

- Euclid Avenue (SR-83) & Riverside Drive (#13) – LOS E AM peak hour; LOS F PM peak hour
- Euclid Avenue (SR-83) & Edison Avenue (#16) – LOS E AM peak hour; LOS F PM peak hour
- Euclid Avenue (SR-83) & Merrill Avenue (#18) – LOS E AM peak hour; LOS F PM peak hour
- Euclid Avenue (SR-83) & Kimball Avenue (#19) – LOS E PM peak hour only
- Euclid Avenue (SR-83) & Pine Avenue (#21) – LOS F PM peak hour only
- Bon View Avenue & Edison Avenue (#24) – LOS F AM and PM peak hours
- Bon View Avenue & Merrill Avenue (#28) – LOS F PM peak hour only
- Grove Avenue & SR-60 EB Ramps (#37) – LOS E AM peak hour only
- Grove Avenue & Edison Avenue (#42) – LOS F AM and PM peak hours
- Grove Avenue & Eucalyptus Avenue (#43) – LOS F PM peak hour only
- Grove Avenue & Merrill Avenue (#47) – LOS F AM and PM peak hours
- Walker Avenue & Edison Avenue (#48) – LOS F AM and PM peak hours
- Walker Avenue/Flight Avenue & Merrill Avenue (#49) – LOS F AM and PM peak hours
- Carpenter Avenue & Merrill Avenue (#54) – LOS F AM and PM peak hours
- Archibald Avenue & Ontario Ranch Road (#61) – LOS F AM peak hour only
- Archibald Avenue & Merrill Avenue (#63) – LOS F PM peak hour only
- Archibald Avenue & Limonite Avenue (#56) – LOS F AM peak hour only
- Hamner Avenue & Ontario Ranch Road (#63) – LOS E AM peak hour; LOS F PM peak hour

Opening Year Cumulative (2024) With Phase I Project Conditions

The following study area intersections are anticipated to operate at a deficient LOS during one or both peak hours for Opening Year Cumulative (2024) With Project traffic conditions with the addition of Phase 1

Project traffic, in addition to the locations identified above for Opening Year Cumulative (2024) Without Project traffic conditions.

- Grove Avenue & Riverside Drive (#39) – LOS F PM peak hour only
- Grove Avenue & Chino Avenue (#40) – LOS F AM and PM peak hours
- Grove Avenue & Schaefer Avenue (#41) – LOS F AM and PM peak hours

Opening Year Cumulative (2024) With Project Buildout Conditions

The following study area intersections are anticipated to operate at a deficient LOS during one or both peak hours for Opening Year Cumulative (2024) With Project (Project Buildout) traffic conditions with the addition of Project Buildout traffic, in addition to the locations identified above for Opening Year Cumulative (2024) Without Project traffic conditions.

- Campus Avenue & Merrill Avenue (#23) – LOS F PM peak hour only
- Grove Avenue & Riverside Drive (#39) – LOS F PM peak hour only
- Grove Avenue & Chino Avenue (#40) – LOS F AM and PM peak hours
- Grove Avenue & Schaefer Avenue (#41) – LOS F AM and PM peak hours

Horizon Year 2040 Conditions Without Project

The following additional study area intersections are anticipated to operate at an unacceptable LOS under Horizon Year (2040) Without Project traffic conditions:

- SR-71 Southbound Ramps & Grand Avenue (#1) – LOS E PM peak hour only
- SR-71 Southbound Ramps & Butterfield Ranch Road (#2) – LOS E AM and PM peak hours
- SR-71 Northbound Ramps & Edison Avenue (#3) – LOS F AM peak hour only
- Central Avenue & Edison Avenue (#7) – LOS E AM peak hour; LOS F PM peak hour
- Euclid Avenue (SR-83) & SR-60 Westbound Ramps (#10) – LOS E AM and PM peak hours
- Euclid Avenue (SR-83) & SR-60 Eastbound Ramps (#11) – LOS F AM and PM peak hours
- Euclid Avenue (SR-83) & Riverside Drive (#13) – LOS F AM and PM peak hours
- Euclid Avenue (SR-83) & Chino Avenue (#14) – LOS E AM peak hour; LOS F PM peak hour
- Euclid Avenue (SR-83) & Schaefer Avenue (#15) – LOS F AM and PM peak hours
- Euclid Avenue (SR-83) & Edison Avenue (#16) – LOS F AM and PM peak hours
- Euclid Avenue (SR-83) & Eucalyptus Avenue (#17) – LOS F AM and PM peak hours
- Euclid Avenue (SR-83) & Merrill Avenue (#18) – LOS F AM and PM peak hours
- Euclid Avenue (SR-83) & Kimball Avenue (#19) – LOS F AM and PM peak hours
- Euclid Avenue (SR-83) & Bickmore Avenue (#20) – LOS E AM and PM peak hours
- Euclid Avenue (SR-83) & Pine Avenue (#21) – LOS F AM and PM peak hours
- Bon View Avenue & Edison Avenue (#24) – LOS F AM and PM peak hours

- Bon View Avenue & Eucalyptus Avenue (#25) – LOS F PM peak hour only
- Bon View Avenue & Merrill Avenue (#28) – LOS F AM and PM peak hours
- Grove Avenue & SR-60 Westbound Ramps (#36) – LOS E AM peak hour only
- Grove Avenue & SR-60 Eastbound Ramps (#37) – LOS F AM and PM peak hours
- Grove Avenue & Riverside Drive (#39) – LOS F AM and PM peak hours
- Grove Avenue & Chino Avenue (#40) – LOS F AM and PM peak hours
- Grove Avenue & Schaefer Avenue (#41) – LOS F AM and PM peak hours
- Grove Avenue & Edison Avenue (#42) – LOS F AM and PM peak hours
- Grove Avenue & Eucalyptus Avenue (#43) – LOS F AM and PM peak hours
- Grove Avenue & Merrill Avenue (#47) – LOS F AM and PM peak hours
- Walker Avenue & Edison Avenue (#48) – LOS F AM and PM peak hours
- Walker Avenue & Eucalyptus Avenue (#37) – LOS F AM and PM peak hours
- Walker Avenue/Flight Avenue & Merrill Avenue (#49) – LOS F AM and PM peak hours
- Van Vliet Avenue/Baker Avenue & Merrill Avenue (#50) – LOS F PM peak hour only
- Vineyard Avenue & Edison Avenue (#51) – LOS F PM peak hour only
- Vineyard Avenue/Hellman Avenue & Merrill Avenue (#52) – LOS F AM and PM peak hours
- Hellman Avenue & Kimball Avenue (#53) – LOS F PM peak hour only
- Carpenter Avenue & Merrill Avenue (#54) – LOS F AM and PM peak hours
- Hellman Avenue & Edison Avenue (#55) – LOS F PM peak hour only
- Archibald Avenue & Riverside Drive (#58) – LOS F AM and PM peak hours
- Archibald Avenue & Schaefer Avenue (#60) – LOS F PM peak hour only
- Archibald Avenue & Ontario Ranch Road (#61) – LOS F AM and PM peak hours
- Archibald Avenue & Eucalyptus Avenue (#62) – LOS F AM and PM peak hours
- Archibald Avenue & Merrill Avenue (#63) – LOS F AM and PM peak hours
- Archibald Avenue & Limonite Avenue (#64) – LOS F AM and PM peak hours
- Turner Avenue & Ontario Ranch Road (#65) – LOS F AM and PM peak hours
- Haven Avenue & Ontario Ranch Road (#67) – LOS F AM peak hour only
- Hamner Avenue & Ontario Ranch Road (#70) – LOS F AM and PM peak hours

Horizon Year 2040 Conditions With Project

The following study area intersection is anticipated to operate at a deficient LOS during one or both peak hours for Horizon Year (2040) With Project traffic conditions with the addition of Project traffic, in addition to the locations identified above for Horizon Year (2040) Without Project traffic conditions.

- Campus Avenue & Eucalyptus Avenue (#22) – LOS F PM peak hour only

- Campus Avenue & Merrill Avenue (#23) – LOS F AM and PM peak hours

Site Access and Site Adjacent Roadway Recommendations

The following recommendations are based on the improvements needed to accommodate site access based on the LOS-deficient intersections identified in Traffic Analysis. Exhibit 1-4 of the Traffic Analysis shows the site adjacent recommendations for Phase 1 and Exhibit 1-5 of the Traffic Analysis shows the Phase 2 off-site improvement recommendations. The majority of the recommended improvements have already been conditioned as part of other project approvals in the City or represent regional improvements where the Project will be required to pay a fair share. Note that Development Project/Tract Map Conditions of Approval (PDEV20-028/PMTT20-011) for all roadway recommendations may require additional right-of-way to accommodate additional turn lanes at certain intersections. With implementation of recommended improvements, the Project will be consistent with applicable local agency operational level of service standards. Refer to Appendix I1 for a detailed discussion.

Phase 1 Conditions:

Recommendation 1 – Bon View Avenue & Driveway 1 – The following improvement is necessary to accommodate site access:

- Project to install a stop control on the westbound approach and a shared left-right turn lane.

Recommendation 2 – Bon View Avenue & Driveway 2 – The following improvement is necessary to accommodate site access:

- Project to install a stop control on the westbound approach and a right turn lane.

Recommendation 3 – Bon View Avenue & Merrill Avenue – The following improvement is necessary to accommodate site access:

- Project to construct a westbound right turn lane.

Recommendation 4 – Driveway 3 & Merrill Avenue – The following improvements are necessary to accommodate site access:

- Project to install a stop control on the southbound approach and a right turn lane.
- Project to construct a westbound shared through-right turn lane.

Recommendation 5 – Driveway 4 & Eucalyptus Avenue – The following improvements are necessary to accommodate site access:

- Project to install a stop control on the northbound approach and a shared left-right turn lane.
- Project to construct an eastbound shared through-right turn lane.

Recommendation 6 – Driveway 5 & Merrill Avenue – The following improvements are necessary to accommodate site access:

- Project to install a stop control on the southbound approach and a right turn lane.

- Project to construct a westbound shared through-right turn lane.

Recommendation 7 – Driveway 6 & Eucalyptus Avenue – The following improvements are necessary to accommodate site access:

- Project to install a stop control on the northbound approach and a right turn lane.
- Project to construct an eastbound shared through-right turn lane.

Recommendation 8 – Driveway 7 & Merrill Avenue – The following improvements are necessary to accommodate site access:

- Project to install a stop control on the southbound approach and a shared left-right turn lane.
- Project to construct a westbound shared through-right turn lane.

Recommendation 9 – Driveway 8 & Eucalyptus Avenue – The following improvements are necessary to accommodate site access:

- Project to install a stop control on the northbound approach and a right turn lane.
- Project to construct an eastbound shared through-right turn lane.

Recommendation 10 – Driveway 9 & Eucalyptus Avenue – The following improvements are necessary to accommodate site access:

- Project to install a stop control on the northbound approach and a shared left-right lane.
- Project to construct an eastbound shared through-right turn lane.

Recommendation 11 – Grove Avenue & Eucalyptus Avenue – The following improvements are recommended:

- Project to install stop signs on the northbound and southbound approaches, converting the intersection to an all-way stop controlled intersection.
- Project to construct an eastbound right turn lane.

Recommendation 12 – Grove Avenue & Driveway 10 – The following improvements are necessary to accommodate site access:

- Project to construct a southbound shared through-right turn lane.
- Project to install a stop control on the eastbound approach and a right turn lane.

Recommendation 13 – Grove Avenue & Driveway 11 – The following improvements are necessary to accommodate site access:

- Project to construct a southbound shared through-right turn lane.
- Project to install a stop control on the eastbound approach and a shared left-right turn lane.

Recommendation 14 – Grove Avenue & Driveway 12 – The following improvements are necessary to accommodate site access:

- Project to construct a southbound shared through-right turn lane.
- Project to install a stop control on the eastbound approach and a right turn lane.

Recommendation 15 – Merrill Avenue – Merrill Avenue is an east-west oriented roadway located along the Project’s southern boundary. Project to construct Merrill Avenue from Bon View Avenue to the western boundary of PA5 at its ultimate half-section width as a 4-lane collector (108-foot ultimate right-of-way) in compliance with the circulation recommendations found in City of Ontario General Plan.

Recommendation 16 – Eucalyptus Avenue – Eucalyptus Avenue is an east-west oriented roadway located along the Project’s northern boundary. Project to construct Eucalyptus Avenue from Bon View Avenue to Grove Avenue at its ultimate half-section width as a 4-lane collector (108-foot ultimate right-of-way) in compliance with the circulation recommendations found in City of Ontario General Plan.

Recommendation 17 – Grove Avenue – Grove Avenue is a north-south oriented roadway located along the Project’s eastern boundary. Project to construct Grove Avenue from the northern boundary of PA5 to Eucalyptus Avenue at its ultimate half-section width as a 4-lane other principal arterial (124-foot ultimate right-of-way) in compliance with the circulation recommendations found in City of Ontario General Plan.

Recommendation 18 – Bon View Avenue – Bon View Avenue is a north-south oriented roadway that bisects the Project. Project to construct Eucalyptus Avenue from Merrill Avenue to Eucalyptus Avenue at its ultimate half-section (east side) width as a 4-lane collector (66-foot ultimate right-of-way, 40-foot curb-to-curb with 13-foot parkway) plus one lane (southbound) in compliance with the circulation recommendations found in City of Ontario General Plan.

Phase 2 Conditions:

Recommendation 19 – Campus Avenue & Eucalyptus Avenue – The following improvement is to accommodate site access:

- Project to install a stop control on the northbound approach, a left turn lane, and a right turn lane.

Recommendation 20 – Campus Avenue & Merrill Avenue – The following improvements are recommended to accommodate site access:

- Project to install a stop control on the southbound approach and a shared left-right turn lane.
- Project to construct a westbound right turn lane.

Recommendation 21 – Bon View Avenue & Eucalyptus Avenue – The following improvement is recommended to accommodate site access:

- Project to construct an eastbound shared through-right turn lane.

Recommendation 22 – Grove Avenue & Merrill Avenue – The following improvement is recommended to accommodate site access:

- Project to construct a southbound right turn lane.

Recommendation 23 – Merrill Avenue – Merrill Avenue is an east-west oriented roadway located along the Project’s southern boundary. Project to construct Merrill Avenue from Campus Avenue to Bon View Avenue and from the western boundary of PA5 to Grove Avenue at its ultimate half-section width as a 4-lane collector (108-foot ultimate right-of-way) in compliance with the circulation recommendations found in City of Ontario General Plan.

Recommendation 24 - Eucalyptus Avenue – Eucalyptus Avenue is an east-west oriented roadway located along the Project’s northern boundary. Project to construct Eucalyptus Avenue from Bon View Avenue to Campus Avenue at its ultimate half-section width as a 4-lane collector (108-foot ultimate right-of-way) in compliance with the circulation recommendations found in City of Ontario General Plan.

Recommendation 25 – Bon View Avenue – Bon View Avenue is a north-south oriented roadway that bisects the Project. Project to construct Bon View Avenue from Merrill Avenue to Eucalyptus Avenue at its ultimate half-section (west side) width as a 4-lane collector (66-foot ultimate right-of-way 40-foot curb-to-curb with 13-foot parkway) in compliance with the circulation recommendations found in City of Ontario General Plan.

Recommendation 26 – Campus Avenue – Campus Avenue is a north-south oriented roadway located on the Project’s western boundary. Project to construct Campus Avenue from Merrill Avenue to Eucalyptus Avenue at its ultimate half-section width as a 4-lane minor arterial (108-foot ultimate right-of-way) plus one lane (southbound) in compliance with the circulation recommendations found in City of Ontario General Plan.

Recommendation 27 – Grove Avenue – Grove Avenue is a north-south oriented roadway located along the Project’s eastern boundary. Project to construct Grove Avenue from Merrill Avenue to the northern boundary of PA5 at its ultimate half-section width as a 4-lane other principal arterial (124-foot ultimate right-of-way) in compliance with the circulation recommendations found in City of Ontario General Plan.

Recommendation 28 – Prior to the issuance of building permits, the Project Applicant shall pay the Project’s fair share amount of \$1,869,943 for the improvements identified in Table 1-2 at intersections located within the City of Ontario, or as agreed to by the City and Project Applicant.

On-site traffic signing and striping should be implemented agreeable with the provisions of the California Department of Transportation (Caltrans) California Manual on Uniform Traffic Control Devices (CA MUTCD) and in conjunction with detailed construction plans for the Project site.

Sight distance at each Project access point will be reviewed with respect to standard Caltrans and City of Ontario sight distance standards at the time of preparation of final grading, landscape, and street improvement plans.

Summary of Available Funding Mechanisms for Operational Improvements (not for CEQA Impacts)

The recommended improvements needed to address the cumulative deficiencies identified under Existing (2021), Opening Year Cumulative (2024), and Horizon Year (2040) traffic conditions are summarized in Table 1-2 of the Traffic Analysis (Appendix I1). For those improvements listed in Appendix I1 Table 1-2 and

not constructed as part of the Project, the Project Applicant's responsibility for the Project's contributions towards deficient intersections is fulfilled through payment of fees (e.g., DIF) or fair share that would be assigned to construction of the identified recommended improvements. Please refer to Section 8 Local and Regional Funding Mechanisms of Appendix I1.

Appendix I1 Table 1-2 also summarizes the applicable cost associated with each of the recommended improvements based on the preliminary construction cost estimates found in Appendix G of the San Bernardino County CMP in conjunction with a cost escalation factor of 1.568 to reflect current (2021) costs. A rough order of magnitude cost has been prepared to determine the appropriate contribution value based upon the Project's fair share of traffic as part of the project approval process. Based on the Project fair share percentages, the Project's fair share cost is estimated at \$1,869,943. These estimates are a rough order of magnitude only as they are intended only for disclosure purposes and do not imply any legal responsibility or formula for contributions or mitigation.

Impact 4.13-2: *Would the Project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?*

Level of Significance: Significant and Unavoidable Impact.

Specific Plan Phase I/Future Development Areas

Background

Changes to State CEQA Guidelines were adopted in December 2018, which require all lead agencies to adopt VMT as a replacement for automobile delay-based LOS as the measure for identifying transportation impacts for land use projects. This statewide mandate went into effect July 1, 2020. To aid in this transition, the Governor's OPR released a *Technical Advisory on Evaluating Transportation Impacts in CEQA* (December of 2018) (Technical Advisory). Based on OPR's Technical Advisory, the San Bernardino County Transportation Authority (SBCTA) prepared the *SBCTA Countywide SB 743 VMT Implementation Study* (February 2020) to assist its member agencies with implementation tools necessary to adopt analysis methodology, impact thresholds and mitigation approaches for VMT. Included in this work effort, SBCTA in February 2020 also released to each of its member agencies *Recommended Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment* (SBCTA Guidelines), which provides a template of specific procedures for complying with the new CEQA requirements for VMT analysis. Based on the SBCTA Guidelines, the City of Ontario adopted new transportation impact guidelines (June 2020) (City Guidelines), which documents the City's VMT analysis methodology and impact thresholds. The VMT analysis presented in this report has been developed based on the recently adopted City Guidelines.

Project Screening

Consistent with City Guidelines, projects that meet certain screening thresholds based on their location and project type may be presumed to result in a less than significant transportation impact. Consistent

with the screening criteria recommended in OPR's Technical Advisory, the City of Ontario utilizes the following project screening thresholds⁵:

- Low VMT Area Screening
- Low Trip Generating Uses Screening
- Transit Priority Area (TPA) Screening
- Project Type Screening

A land use project need only meet one of the above screening thresholds to be presumed to result in a less than significant impact under CEQA, pursuant to SB 743.

Low VMT Area Screening

The City Guidelines state that projects located within a low VMT-generating area may be presumed to have a less than significant impact absent substantial evidence to the contrary.⁶ The SBCTA screening tool was utilized to determine low VMT areas. The screening tool uses the sub-regional San Bernardino Transportation Analysis Model (SBTAM) to measure VMT performance within individual traffic analysis zones (TAZ's) within the region. Parcels containing the proposed Project were selected and the screening tool was run for the Origin/Destination (OD) VMT per service population (SP) measure of VMT. Based on the Screening Tool results (see Appendix I2 for VMT Screening Tool Analysis), the Project resides within TAZ 53653401 and that TAZ was shown to not be within a low VMT generating zone based on the OD method of calculating VMT. Thus, the Low VMT Area screening threshold is not met.

Low Trip Generating Uses Screening

The City Guidelines indicate that small development projects generating fewer than 110 daily vehicle trips or less may be presumed to have a less than significant impact, subject to discretionary approval by the City. Trips generated by the Project's proposed land uses have been estimated based on trip generation rates collected by the ITE *Trip Generation Manual*, 10th Edition, 2017. Based on information contained in the Project's LOS based traffic study (see Appendix I2, *VMT Analysis, Low Trip Generating Uses Screening*), the Project is anticipated to generate more than 110 daily trips. The Low Trip Generating Uses screening threshold is not met.

⁵ City of Ontario Vehicle Miles Travelled Analysis Thresholds for CEQA (SB 743). (2020). Retrieved from: https://files.ceqanet.opr.ca.gov/250356-3/attachment/DJHTFbnM6oJs9ffzDmoKkg50hBDLi_bHx9JBp5n0_NC2VslGmits_fmVeyGhDmsCcUZAp4KRZIGaC07m0.

⁶ City Guidelines, Low VMT area screening. Pg. 6. (2020). Retrieved from: https://files.ceqanet.opr.ca.gov/250356-3/attachment/DJHTFbnM6oJs9ffzDmoKkg50hBDLi_bHx9JBp5n0_NC2VslGmits_fmVeyGhDmsCcUZAp4KRZIGaC07m0.

Transit Priority Area (TPA) Screening

Consistent with guidance identified in the City Guidelines, projects located within a TPA (i.e., within ½ mile of an existing “major transit stop”⁷ or an existing stop along a “high-quality transit corridor”⁸) may be presumed to have a less than significant impact absent substantial evidence to the contrary. However, the presumption may not be appropriate if a project:

- Has a Floor Area Ratio (FAR) of less than 0.75;
- Includes more parking for use by residents, customers, or employees of the project than required by the jurisdiction (if the jurisdiction requires the project to supply parking);
- Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Metropolitan Planning Organization); or
- Replaces affordable residential units with a smaller number of moderate- or high-income residential units.

The Project site is not located within ½ mile of an existing major transit stop or an existing stop along a high-quality transit corridor. The TPA screening threshold is not met.

Project Type Screening

The City Guidelines identify that local serving retail less than 50,000 square feet or other local serving essential services (e.g., daycare centers, public schools, medical/dental office buildings, etc.) are presumed to have a less than significant impact absent substantial evidence to the contrary. In addition, small projects anticipated to generate low traffic volumes and by association low GHG emissions are also assumed to cause a less than significant impact. The Project consists of industrial and business park uses, which do not typically consist of local-serving or essential services. The Project Type screening threshold is not met.

Project Generated VMT

The City Guidelines state that projects not screened through the steps above should complete VMT analysis and forecasting through the SBTAM model to determine if they have a significant VMT impact. The first step in the analysis is to calculate project generated VMT and compare it to the City’s adopted impact threshold. SBTAM is a useful tool to calculate VMT as it considers interaction between different land uses based on socio-economic data such as population, employment, and other factors. It was also the tool used to establish the City’s impact threshold, so it is the appropriate tool to conduct the analysis to ensure an apples-to-apples comparison of project generated VMT to the adopted threshold.

⁷ Public Resources Code, §21064.3 (“‘Major transit stop’ means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.”). Retrieved from: https://leginfo.ca.gov/faces/codes_displaySection.xhtml?sectionNum=21064.3.&lawCode=PRC

⁸ Public Resources Code, §21155 (“For purposes of this section, a high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.”). Retrieved from: https://leginfo.ca.gov/faces/codes_displaySection.xhtml?lawCode=PRC§ionNum=21155.&highlight=true&keyword=Transit%20Priority%20Project

Project generated VMT has been calculated using the most current version of SBTAM, which was updated recently by SBCTA as part of the development of their recommended VMT guidelines. Adjustments in socio-economic data (SED) (i.e., population, households, and employment) have been made to a separate TAZ to reflect the Project’s proposed land uses (i.e., employment). A separate TAZ is used to isolate project generated VMT from other land uses in the model. *Table 4.13-1* summarizes the population and employment estimates for the Project.

Table 4.13-1: Socio-Economic Data Estimates

Land Use	% Mixture	Employees/TSF	Total TSF	Estimated Employment
Business Park	Non-Office (50%)	0.650	1,075.235	349
	Office (50%)	2.860		1,538
Industrial	Non-Office (90%)	0.650	4,337.356	2,537
	Office (10%)	2.860		1,240
Total			5,412.591	5,664

At the time of this analysis future tenants are not known. Therefore, to perform a more conservative analysis, industrial land uses were assumed. Because the tenants of the Project’s buildings are not yet known, the number of jobs that the Project would generate cannot be precisely determined; therefore, for purposes of this analysis, employment estimates were calculated using employment density factors of 0.65 employees/thousand square feet (TSF) for non-office portions and 2.86 employees/TSF for office portions of industrial and business park uses consistent with the City’s General Plan Buildout Methodology document⁹. Based on these employment generation rates, the Project is expected to generate approximately 5,664 jobs. Project-generated VMT using the OD trip matrix from SBTAM was calculated for both the base year model (2016) and cumulative year model (2040), and linear interpolation was used to determine the Project’s baseline (2020) VMT. The base year model and cumulative year model were then run inclusive of the Project’s employment estimate.

The City has chosen the OD method of calculating VMT for purposes of establishing its impact threshold. The OD method of calculating VMT includes all vehicle trips and trip purposes (i.e., passenger cars and heavy trucks). Project generated VMT using the OD trip matrix from SBTAM was calculated for both the base year model (2016) and cumulative year model (2040), and linear interpolation was used to determine the Project’s baseline (2020) VMT. The VMT value was then normalized by dividing by the Project’s SP, which in this case is the number of Project employees. *Table 4.13-2* presents the key inputs for the calculation of project generated VMT per SP.

Table 4.13-2: Project VMT per Service Population

	Base Year (2016)	Cumulative (2040)	Baseline (2020)
Project generated VMT	221,751	204,705	218,910
SP	5,664	5,664	5,664
Project VMT per SP	39.15	36.14	38.65

⁹ TOP. Ontario General Plan Buildout. (2020). Retrieved from: <https://www.ontarioplan.org/wp-content/uploads/sites/4/2020/12/LU-03-Table.pdf>

The City of Ontario has selected a threshold based on the General Plan Buildout VMT performance in the City. More specifically, the City Guidelines state that a significant impact would occur if the project VMT per SP exceeds the citywide average for SP under General Plan Buildout Conditions.

Table 4.13-3 presents a comparison between baseline project generated VMT per SP to the City’s impact threshold. As shown, the baseline project generated VMT per SP is 38.65 or 6.77% above the City’s threshold; therefore, a significant impact would occur.

Table 4.13-3: Project VMT Impact Determination

Baseline (2020)	
Project VMT per SP	38.65
General Plan Buildout VMT per SP	36.20
Percent Change	+6.77%
Potentially Significant?	Yes

Project’s Cumulative Effect on VMT

Consistent with City Guidelines, projects that are found to have a potential impact using efficiency-based metrics (such as VMT per SP) should also provide an additional assessment to evaluate a project’s total VMT. This analysis is performed using the boundary method, which includes all vehicle trips with one or both trip-ends within a specific geographic area of interest (i.e., City of Ontario). As shown on Table 4.13-4, the Project is anticipated to result in an increase in total VMT within the City of Ontario for General Plan Buildout conditions.

Table 4.13-4: Cumulative Net Change In Citywide VMT

	General Plan Buildout (2040) No Project	General Plan Buildout (2040) With Project
VMT	8,992,608	9,028,855

Potential VMT Reduction Strategies

Consistent with SBCTA Guidelines, VMT reduction strategies should be considered to address project generated VMT that exceeds the city’s threshold. Transportation Demand Management (TDM) strategies have been evaluated for the purpose of reducing VMT impacts determined to be potentially significant. The effectiveness of TDM strategies to reduce VMT has been determined based on the SB 743 Implementation Mitigation and TDM Strategy Assessment (November 11, 2019, Fehr & Peers) prepared for SBCTA (SBCTA TDM Report), which was based on a current assessment of the previously published Quantifying Greenhouse Gas Mitigation Measures (CAPCOA, 2010) for applicability to projects in the SBCTA region. The SBCTA TDM Report indicates that of the 50 transportation measures presented by CAPCOA, only 41 of those measures are applicable at a building and site level. The remaining nine measures are functions of, or depend on, site location and/or actions by local and regional agencies or funders.

Based on a review of the 41 transportation measures identified by CAPCOA, the SBCTA TDM Report identifies that only seven of those measures may be effective at the project level. Land use context is a major factor relevant to the potential application and effectiveness of TDM measures. More specifically, the land use context of the Project is characteristically suburban. Based on a review of the potentially

relevant TDM measures presented in the SBCTA TDM Report, the following TDM measures were evaluated for their applicability to the Project based on its suburban context and their ability to reduce project generated VMT:

- *Measure 1: Increase Diversity of Land Uses (LUT-3)*. Having different types of land uses near one another can decrease VMT since trips between land use types are shorter and may be accommodated by non-auto modes of transportation. For example, when residential areas are in the same neighborhood as retail and office buildings, a resident does not need to travel outside of the neighborhood to meet his/her trip needs.

Remarks: The Project proposes the construction of 5,333,518 square feet of industrial and business park use. In order for the above measure to apply, at least three of the following land uses should be located on-site, or if not on-site then within ¼ mile or less of the Project: residential development, retail development, office development, park, or open space. Business Park land use designation allows for commercial retail use. However, at the time of this analysis future tenants are not known. Therefore, to perform a more conservative analysis, industrial land use assumption was assumed. As the proposed Project does not include a diverse mix of land uses on-site and is not located within a ¼ mile of three of the land uses listed above, this particular TDM measure is therefore not evaluated further as a means of providing a reduction in Project VMT. It is, however, recognized that the Project would introduce additional employment opportunities, acting to generally improve the city and region jobs/housing balance. The resulting improved jobs/housing balance could reduce area commute VMT. This analysis, however, conservatively assumes no such VMT reduction.

- *Measure 2: Provide Pedestrian Network Improvements (SDT-1)*. Providing on-site pedestrian access network to link areas of the Project to the off-site pedestrian network encourages people to walk for short trips instead of drive. This mode shift results in people driving less for nearby trips (typically less than ¼ mile and no greater than ½ mile) and thus a reduction in VMT.

Remarks: Although there are existing sidewalks off-site along portions of Merrill Avenue, field observations conducted at the time the Project's level of service analysis (i.e., traffic study) indicate there is nominal pedestrian activity in the study area likely due to the lack of diversity of land uses. Similarly, as noted in the previous measure, the future tenant is not yet known. To provide a more conservative analysis, industrial use was assumed. Furthermore, given the industrial nature of the Project and surrounding uses, it is unlikely that there would be substantive pedestrian activity even if a pedestrian network were to be expanded. This measure is therefore not evaluated further as means of providing a reduction in Project VMT.

- *Measure 3: Provide Traffic Calming Measure (SDT-2)*. Providing traffic calming measures encourages people to walk or bike instead of using a passenger car. This mode shift would result in a decrease in VMT. Traffic calming features may include marked crosswalks, count-down signal timers, curb extensions, speed tables, raised crosswalks, raised intersections, median islands, tight corner radii, roundabouts or mini-circles, on-street parking, planter strips with street trees, chicanes/chokers, and others.

Remarks: Business Park allows for commercial retail as a use which gives this measure the potential for reducing VMT. However, to provide a more conservative analysis industrial use is assumed. Given the industrial nature of the Project and similar characteristics of surrounding uses, there is limited opportunity for pedestrian and bicycle activity. This measure is therefore not evaluated further as means of providing a reduction in Project VMT.

- Measure 4: Implement Car-Sharing Program (TRT-9). Implementing a car-sharing program would allow individuals to have on-demand access to a shared fleet of vehicles on an as-needed basis. User costs are typically determined through mileage or hourly rates, with deposits and/or annual membership fees.

Remarks: It is possible that employers within the Project site could implement car-sharing programs. This may provide car access for employees on an as-needed basis, and thereby alleviate some of the costs and responsibilities of individual car ownership. However, this would not necessarily result in a reduction of VMT but would rather transfer the VMT source from individually owned autos to employee-subsidized autos. The potential reduction in VMT is also extremely limited with a maximum reduction in VMT between 0.4 – 0.7 percent as noted by CAPCOA (Quantifying Greenhouse Gas Mitigation Measures, p. 245),¹⁰ therefore, this measure is not evaluated further as a means of providing a reduction in Project VMT.

- Measure 5: Increase Transit Service Frequency and Speed (TST-4). This measure serves to reduce transit-passenger travel time through more reduced headways and increased speed and reliability. This makes transit service more attractive and may result in a mode shift from auto to transit which reduces VMT.

Remarks: The study area is currently served by Omnitrans, a public transit agency serving various jurisdictions within San Bernardino County. No bus routes currently provide proximate service (within one-quarter mile) of the Project site. Transit service is reviewed and updated periodically to address ridership, budget and community demand needs. Changes in land use can affect these periodic adjustments which may lead to either enhanced or reduced service where appropriate. It is recommended that the Applicant work in conjunction with the Lead Agency and Omnitrans to coordinate potential bus service to the Project site. Since implementation of this strategy would require agency implementation, it is not applicable for individual development projects. This measure is therefore not evaluated further as means of providing a reduction in Project VMT.

- Measure 6: Encourage Telecommuting and Alternative Work Schedule (TRT-6). Encouraging telecommuting and alternative work schedules reduces the number of commute trips and therefore VMT traveled by employees. Alternative work schedules could take the form of staggered starting times, flexible schedules, or compressed work weeks.

Remarks: The effectiveness of this measure is dependent on the ultimate building tenant(s) which are unknown at this time. This measure could provide for a potential reduction in Project VMT. CAPCOA notes that implementation of this measure could reduce commute VMT by 0.07 – 5.50

¹⁰ CAPCOA. Quantifying Greenhouse Gas Mitigation Measures, p. 245. (2010). Retrieved from: <http://www.aqmd.gov/docs/default-source/ceqa/handbook/capcoa-quantifying-greenhouse-gas-mitigation-measures.pdf>

percent (Quantifying Greenhouse Gas Mitigation Measures, p. 236).¹¹ However, because tenants are currently unknown, VMT reductions from this TDM strategy cannot be guaranteed. Therefore, this measure is not evaluated further as a means of providing a reduction in Project VMT.

- Measure 7: Provide Ride-Sharing Programs (TRT-3). This strategy focuses on encouraging carpooling and vanpooling, but its ultimate implementation is limited similar to Measure 6 above.

Remarks: The effectiveness of this measure is dependent on the ultimate building tenant(s) which are unknown at this time. This measure could provide for a potential reduction in Project VMT. CAPCOA notes that implementation of this measure could reduce commute VMT by 1.0 – 15.0 percent (Quantifying Greenhouse Gas Mitigation Measures, p. 227).¹² However, because tenants are currently unknown, VMT reductions from this TDM strategy cannot be guaranteed. Therefore, this measure is not evaluated further as a means of providing a reduction in Project VMT.

The effectiveness of the above-noted TDM measures would be dependent upon the buildings' occupant(s), which are unknown at this time. Beyond Project tenancy considerations, land use context is a major factor relevant to the potential application and effectiveness of TDM measures. More specifically, the land use context of the Project is characteristically suburban. Of itself, the Project's suburban context acts to reduce the range of feasible TDM measures and moderates their potential effectiveness. Relevant discussion in this regard is presented in Western Riverside Council of Governments (WRCOG) SB 743 Implementation Pathway Document Package (Fehr + Peers [for WRCOG]) March 2019,¹³ excerpted in pertinent part below:

The Technical Advisory relies on the Quantifying Greenhouse Gas Mitigation Measures, (CAPCOA) 2010 resource document to help justify the 15 percent reduction in VMT threshold stating, “. . . fifteen percent reduction in VMT are achievable at the project level in a variety of place types . . .”. A more accurate reading of the CAPCOA document is that fifteen percent is the maximum reduction when combining multiple mitigation strategies for the suburban center place type. For suburban place types, 10 percent is the maximum and requires a project to contain a diverse land use mix, workforce housing, and project-specific transit. It is also important to note that the maximum percent reductions were not based on data or research comparing the actual performance of VMT reduction strategies in these place types. Instead, the percentages were derived from a limited comparison of aggregate Citywide VMT performance for Sebastopol, San Rafael, and San Mateo where VMT performance ranged from 0 to 17 percent below the statewide VMT/capita average based on data collected prior to 2002. Little evidence exists about the long-term performance of similar TDM strategies in different land use contexts. As such, VMT reductions from TDM strategies cannot be guaranteed in most cases (WRCOG SB 743 Implementation Pathway Document Package, pp. 65 – 66).¹⁴

¹¹ CAPCOA. Quantifying Greenhouse Gas Mitigation Measures, p. 236. (2010). Retrieved from: <http://www.aqmd.gov/docs/default-source/ceqa/handbook/capcoa-quantifying-greenhouse-gas-mitigation-measures.pdf>

¹² CAPCOA. Quantifying Greenhouse Gas Mitigation Measures, p. 227. (2010). Retrieved from: <http://www.aqmd.gov/docs/default-source/ceqa/handbook/capcoa-quantifying-greenhouse-gas-mitigation-measures.pdf>

¹³ WRCOG SB 743 Implementation Pathway. (2019). Retrieved from: <https://www.fehrandpeers.com/wp-content/uploads/2019/12/WRCOG-SB743-Documents-Package.pdf>

¹⁴ WRCOG SB 743 Implementation Pathway Document Package, pp. 65 – 66. (2019). Retrieved from: <https://www.fehrandpeers.com/wp-content/uploads/2019/12/WRCOG-SB743-Documents-Package.pdf>

It is also recognized that as the Project area and city develop as envisioned under the City of Ontario Policy Plan, new residential, commercial/retail, and industrial development would be implemented. These actions could collectively alter transportation patterns, improve the City's jobs/housing ratio, diminish VMT/SP, and support implementation of new or alternative TDM measures. There are no means however to quantify any VMT reductions that could result. Additionally, the effectiveness of the TDM strategies that have potential to reduce the Project VMT/SP are dependent on as yet unknown final Project building tenant(s); and as noted above, "VMT reductions from TDM strategies cannot be guaranteed in most cases."

SB330 Replacement Site

Refer to above discussion for Impact 4.13-1 and Appendix I3, which is an SB743 evaluation for the SB300 Replacement Site. Consistent with SBCTA Guidelines, VMT reduction strategies would be considered to address future project generated VMT that exceeds the City's threshold as part of the City's CEQA and discretionary review process for the potential future development on the SB330 Replacement Site. TDM strategies for the purpose of reducing VMT impacts will be determined for each potential future development Project on the SB330 Replacement Site. In addition, a VMT analysis will be performed in accordance with City guidelines.

As noted previously, a specific development project is not currently proposed for the reallocation of 1,352 dwelling units displaced by the proposed Project. However, information cited in both the Technical Advisory¹⁵ and City Guidelines¹⁶, describe that a project's land use context, location and design characteristics all play a role in the resulting amount of VMT generated by an individual land use project. As the proposed Project would include the reallocation of 1,352 low to moderate density residential dwelling units to a mixed-use corridor with higher density residential that would offer improved access to transit, there are numerous aspects of the proposed change that would reduce VMT compared to the "No Project" condition.

The Technical Advisory and City Guidelines each provide evidence that land use projects located within a transit priority area (TPA) or close to a high-quality transit corridor would tend to generate low VMT when compared to typical suburban residential areas characterized by dispersed, low-density, single-use, automobile dependent land use patterns. In addition to proximity to transit, higher density projects located within walking distance of a diverse mix of land uses (e.g., shopping, office, government services, etc.) also generates lower VMT when compared to typical dispersed suburban development. The proximity of complementary land uses combined with safe and convenient bike and pedestrian networks are proven to reduce the need for automobile dependent travel and therefore a reduction in VMT. The Project's reallocation of 1,352 low to moderate density residential dwelling units to a higher density transit-oriented corridor that includes a diverse mix of uses would result in lower net VMT when compared to standard low to moderate density residential development.

In addition, future land use development projects associated with the reallocation of the 1,352 units along the Grove Avenue Corridor will be required to follow standard development review process. In other

¹⁵ Office of Planning and Research. Technical Advisory on Evaluating Transportation Impacts in CEQA. State of California : s.n., December 2018.

¹⁶ City of Ontario. SB 743 VMT Thresholds. City of Ontario : s.n., June 2020.

words, future implementing projects associated with the reallocated 1,352 dwelling units along the Grove Avenue Corridor will need to evaluate site access driveways, parking, operational safety, and other factors as directed by the City Traffic Engineer.

In summary, the proposed Project includes the reallocation of 1,352 low to moderate density residential units to the Grove Avenue Corridor. The reallocated units will be located in a planned higher density transit-oriented corridor that includes a diverse mix of uses, and due to these factors, is anticipated to generate lower VMT as compared to the lower density development plan assumed for the Project's current location. As such, the Project's potential transportation impact based on VMT is less than significant.

Conclusion

In summary, the Project was found to exceed the City's adopted VMT threshold by 6.77%. Reductions in commute VMT through feasible TDM measures such as those described previously would be provided by the Project, and would be implemented as part of future Certificates of Occupancy for future tenants as noted in **MM TRANS-1**. Inclusion of such VMT reduction measures in areas that are characteristically suburban in context are noted to be limited to a maximum VMT reduction of 10%. However, as future Project design features and building tenants are not yet known, reductions in VMT related to the above TDM measures cannot be accurately estimated or guaranteed.

The reallocated 1,352 dwelling units will be located in a planned higher density transit-oriented corridor that includes a diverse mix of uses, and due to these factors, is anticipated to generate lower VMT as compared to the lower density development plan assumed for the Project's current location. As such, the Project's potential transportation impact based on VMT is less than significant.

Even though certain TDM measures may reduce VMT impacts from the Specific Plan site, and even though the higher density residential zoning at the SB330 Replacement Site is anticipated to reduce VMT, these VMT reductions are difficult to quantify and cannot be guaranteed. The VMT analysis determined that the Project's impact on VMT would be considered significant and unavoidable. Furthermore, VMT is not quantifiable for the SB 330 Replacement site at this time in the absence of specific development proposals, and therefore impacts are considered to be significant and unavoidable. As stated previously, any future development on the SB 330 Replacement Site will be subject to project-specific discretionary process review pursuant to State CEQA Guidelines to determine VMT-related impacts.

Mitigation Measures

Impact would be significant, unavoidable and unmitigable for the Project. **MM TRANS-1** requires the incorporation of reasonable and feasible VMT reduction measures as part of future Certificates of Occupancy of future tenants of the Specific Plan area. The VMT reduction measures could include VMT measures 1, 6 and 7 above. In addition, **MM GHG-1** may provide further VMT reduction depending on which GHG reduction strategies are chosen from the City's CAP Screening Table discussed in *Section 4.6, Greenhouse Gas Emissions* (measures PS-T1, PS-T3 and PS-T4 all provide VMT reduction benefits).

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 12.

Impact 4.13-3: *Would the Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

Level of Significance: Less Than Significant Impact

Specific Plan Phase I/ Future Development Areas

The roadway improvements and installation of driveways that would be implemented during construction of the Project could require the temporary closure of travel lanes, but full roadway closure and traffic detours are not expected to be necessary. However, construction activities may temporarily restrict vehicular traffic that could increase hazards. Therefore, in order to ensure the safe passage of persons and vehicles through construction zones, the Project would be required to comply with Municipal Code §7-3.07, which requires that prior to any activity that would encroach into a right-of-way, the area be safeguarded through the installation of safety devices that would be specified by the City's Engineering Department during the construction permitting process to ensure that construction activities would not increase hazards. Implementation of the Specific Plan through the City's permitting process would reduce potential construction related increases in hazards to a less than significant level. Furthermore, the Project includes driveway and intersection improvements that would be implemented as part of the Project. In addition, the Project includes improvements to allow for heavy truck access to the Project site. Conflicts have the potential to occur if: 1) there is inadequate site access or 2) there is inadequate turning radii in and out of the site. Implementation of the Specific Plan and its circulation plans will ensure avoidance of these inadequacies.

Site Access

The proposed project includes the construction and/or improvement of 11 driveways to and from the Project site from adjacent roadways. Exhibit 1-4 in the TIA (Appendix 11) illustrates and describes access to the Project site. As previously noted in Impact 4.13-1, *Supplemental Traffic Discussion* above, the Project's proposed circulation and off-site improvements would be constructed accordingly with Recommendations 1 through 27 listed in the Project Traffic Analysis to accommodate on-site access. Additionally, all roadway improvements would be designed consistently with the City's TOP Mobility programs, plans, goals and policies, and City Traffic and Transportation Guidelines. Therefore, direct access to the Project site would not substantially increase hazards due to geometric design features or dangerous intersections and a less than significant impact would occur.

Turning Radius

The TIA evaluated large trucks' turning radius to determine necessary intersection improvements in the study area. The TIA overlaid a truck turning template on the site plan at each applicable Project driveway

and site adjacent intersections anticipated to be utilized by large trucks in order to determine appropriate curb radius and to verify that trucks will have sufficient space to execute turning maneuvers.

As shown on Exhibit 1-6, the following change is necessary in order to accommodate the wide turning radius of the heavy trucks:

- Driveway 1 should be modified to provide a 50-foot curb radius on the northeast and southeast corners and to widen the drive aisle to 60-feet.

The Project design features identified above are based on this study and would ensure adequate large truck access to and from the Project site and adjacent intersections. Implementation of the identified Project design features would ensure that impacts would be less than significant, and the Project would not substantially increase hazards due to heavy truck maneuvers.

SB330 Replacement Site

Refer to above discussion for Impact 4.13-1. Rezoning the SB330 Replacement Site is not anticipated to have any new or substantially more severe impacts than addressed under the City's TOP EIR, or that would occur under current zoning. Additionally, potential impacts are anticipated to be similar to that described above for the Specific Plan site. Similar to the discussion above, a traffic analysis as part of the City's CEQA and discretionary review process would be required prior to development of potential future residential housing. The traffic analysis would require any on- and off-site circulation improvements from potentially future development on the SB330 Replacement Site to conform between existing/planned roadways pursuant to the City's TOP and Municipal Code to ensure safe and efficient operations. In consideration of the above, a less than significant impact is anticipated.

Conclusion

In summary, buildout of the Project would result in changes to the circulation network but would not increase hazards due to design features. The SB330 Replacement Site, once development is proposed, would conform to existing roadways design standards, preventing impacts of hazards. Impacts and potential impacts will remain less than significant.

Mitigation Measures

No mitigation is required.

Impact 4.13-4: Would the Project result in inadequate emergency access?

Level of Significance: Less Than Significant Impact

The Project is not anticipated to result in any significant emergency access impacts during construction. In case of an emergency, the construction manager will have assigned staff to flag emergency response vehicles and direct them to the emergency location. Unimpeded access throughout the Project site would be maintained by ensuring that vehicles would not be parked or placed in a manner that would impede access for emergency response vehicles. Project site conditions, during and after the workday, would be either maintained or left in a condition that adheres to Division of Occupational Safety and Health (OSHA)

safety standards to prevent any hazardous condition that may affect construction staff and emergency responders.

Access roads to the site will be constructed throughout the Project site for construction staff/inspectors, construction equipment and materials delivery/removal, and emergency response vehicles. The access roads will be kept or maintained in such condition to allow for the safe passage for emergency response vehicles. The Project would implement both on- and off-site improvements, consistent with Recommendations 1 through 27, to ensure the safe and efficient access to the Project Site (refer to Impact 4.13-1 above).

Overall, the Project would adhere to applicable city laws and regulations, including adequate access and signage. No significant impacts are anticipated.

4.13.6 Cumulative Impacts

Cumulative traffic impacts are addressed in the Project Traffic Analysis (Appendix I1) and summarized above. The Project's contribution to operational level of service deficiencies would be fully addressed through implementing the recommended measures and providing construction or funding for the identified improvements (note that operational level of service is no longer a significant impact under CEQA per SB743). There were no other LOS cumulative effects identified or cumulatively considerable contributions to significant cumulative impacts for the Project. The project's VMT analysis (Appendix I2, summarized above) provides an analysis of the Project's cumulative impacts on VMT. Cumulative analysis is based on the Project's effect on VMT using total VMT within the City (boundary method). The VMT analysis concludes that Citywide VMT increases with the Project resulting in a significant and unavoidable cumulative VMT impact. Even with implementation of reasonable and feasible VMT reduction measures (per **MM TRANS-1**), the VMT analysis concludes that Citywide VMT increases from the Project will result in a significant and unavoidable cumulative VMT impact.

4.13.7 Significant Unavoidable Impacts

Project Buildout is estimated to exceed the City's adopted VMT threshold. Regardless of potential reductions in VMT through feasible TDM measures, as future Project design features and building tenants are not yet known, reductions in VMT related to TDM measures cannot be accurately estimated or guaranteed. Even with implementation of regulatory requirements, standard conditions of approval, and consideration of mitigation, the Project would result in significant and unavoidable impacts.

4.13.8 References

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Public Resources Code, §21064.3 (“Major transit stop’ means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.”). Retrieved from:

https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?sectionNum=21064.3.&lawCode=PRC

Public Resources Code, §21155 (“For purposes of this section, a high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.”). Retrieved from:

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4.14 TRIBAL CULTURAL RESOURCES

This section of the Draft Environmental Impact Report (DEIR) evaluates the potential for the South Ontario Logistics Center Specific Plan Project (Project) to generate impacts on tribal cultural resources in the City of Ontario (City). Tribal cultural resources include landscapes, sacred places, or objects with cultural value to a California Native American Tribe. Other potential impacts to cultural resources (i.e., prehistoric, historic, and disturbance of human remains) are evaluated in *Section 4.4, Cultural Resources*, and impacts to paleontological resources are addressed in *Section 4.5, Geology and Soils*. The analysis contained in this section includes the identification of federal, state, and local regulations which provide guidance on analyzing tribal cultural resources. In cases where significant impacts are found, mitigation measures would be employed to reduce impact significance or remove the impact entirely. The evaluation of the Project site and the potential impacts to tribal resources is largely based on the following sources:

- City of Ontario Policy Plan Update EIR.
- Cultural and Paleontological Resources Assessment; Material Culture Consulting (MCC), March 2020 (Attached as *Appendix D1*).

4.14.1 Environmental Setting

Ethnography

The following information is summarized from the Cultural Resources Assessment prepared for the proposed Project by Material Culture Consulting (MCC), provided as *Appendix D1*.

The territory of the Gabrielino at the time of Spanish contact covered much of current-day Los Angeles and Orange Counties and extended into the western part of San Bernardino County. The southern extent of this culture area is bounded by Aliso Creek, the eastern extent is located east of present-day San Bernardino along the Santa Ana River, the northern extent includes the San Fernando Valley, and the western extent includes portions of the Santa Monica Mountains. The Gabrielino also occupied several Channel Islands including Santa Barbara Island, Santa Catalina Island, San Nicholas Island, and San Clemente Island. Because of their access to certain resources, including a steatite source from Santa Catalina Island, this group was among the wealthiest and most populous aboriginal groups in all southern California. Trade of materials and resources controlled by the Gabrielino extended as far north as the San Joaquin Valley, as far east as the Colorado River, and as far south as Baja California.

The Gabrielino lived in permanent villages and smaller, resource-gathering camps occupied at various times of the year depending upon the seasonality of the resource. Larger villages were comprised of several families or clans, while smaller, seasonal camps typically housed smaller family units. The coastal area between San Pedro and Topanga Canyon was the location of primary subsistence villages, while secondary sites were located near inland sage stands, oak groves, and pine forests. Permanent villages were located along rivers and streams, as well as in sheltered areas along the coast. As previously mentioned, the Channel Islands were also the locations of relatively large settlements.

The Gabrielino tribe carried out food exploitation strategies that utilized local resources ranging from plants to animals; coastal resources were also exploited. Rabbit and deer were hunted and acorns,

buckwheat, chia, berries, fruits, and many other plants were collected. Artifacts associated with their occupations include a wide array of chipped stone tools including knives and projectile points, wooden tools like digging sticks and bows, and ground stone tools like bedrock and portable mortars, metates and pestles. Local vegetation was used to construct shelters as well as for medicinal purposes. Cooked foods were prepared on hearths. Acorns were one of the most important food resources utilized by the Gabrielino and other Native American groups across California. The acorns were ground into a fine powder in order to make an acorn mush or gruel. A dietary staple, acorns provided a large number of calories and nutrients. The ability to store and create stockpiles in case of lean times also contributed to the importance of acorns as a vital natural resource. Much of the material evidence available to archaeologists concerning the Gabrielino is a result of tools and technologies related to their subsistence activities.

The social structure of the Gabrielino is little known; however, there appears to have been at least three social classes: 1) the elite, which included the rich, chiefs, and their immediate family; 2) a middle class, which included people of relatively high economic status or long established lineages; and 3) a class of people that included most other individuals in the society. Villages were politically autonomous units comprised of several lineages. During times of the year when certain seasonal resources were available, the village would divide into lineage groups and move out to exploit them, returning to the village between. Each lineage had its own leader, with the village chief coming from the dominant lineage. Several villages might be allied under a paramount chief. Chiefly positions were of an ascribed status, most often passed to the eldest son. Chiefly duties included providing village cohesion, leading warfare and peace negotiations with other groups, collecting tribute from the village(s) under his jurisdiction, and arbitrating disputes within the village(s). The status of the chief was legitimized by his safekeeping of the sacred bundle, a representation of the link between the material and spiritual realms and the embodiment of power. Shamans were leaders in the spirit realm. The duties of the shaman included conducting healing and curing ceremonies, guarding of the sacred bundle, locating lost items, identifying and collecting poisons for arrows, and making rain. Marriages were made between individuals of equal social status and, in the case of powerful lineages, marriages were arranged to establish political ties between the lineages. Men conducted the majority of the heavy labor, hunting, fishing, and trading with other groups. Women's duties included gathering and preparing plant and animal resources, and making baskets, pots, and clothing. The name "Gabrielino" is Spanish in origin and was used in reference to the Native Americans associated with the Mission San Gabriel. It is unknown what these people called themselves before the Spanish arrived, but today they call themselves "Tongva," meaning "people of the earth."

Existing Conditions

The Project site is located on approximately 219.39 gross acres in San Bernardino County within the southwestern portion of the City. The Project site is bound by Eucalyptus Avenue to the north, Campus Avenue to the west, Merrill Avenue to the south, and Grove Avenue to the east. According to the assessment done for the Project site within the Specific Plan, the existing topography of the Project site relatively flat, sloping northeast to the southwest with about a 17 foot drop in elevation. The Project site is surrounded by existing development including agricultural and low-medium residential areas. The entire proposed Project area has been repeatedly and significantly altered and disturbed for agricultural/dairy operations which initiated in 1963. Surrounding land uses contiguous to the project site

include agricultural/dairy uses to the north, west, and east. Public uses for the Chino Airport exist directly to the south. *Figure 4.8-1, Aerial Photograph*, provides an aerial view of the site and surrounding areas.

The Project site contains an operational dairy farm, George Borba and Son Dairy, and other associated improvements. The remaining structures include seven residential structures, three milking parlors, storage barns, and numerous livestock corrals. There are large existing retention ponds that collect surface waste accumulations from the dairy farming practices, including animal waste. There are three potable water wells located throughout the Project site and two above ground fuel storage tanks along with various mechanical systems for dairy production practices. The remainder of the Project site is used as irrigated cropland with berms located along the site perimeter.

A California Historical Resource Information System (CHRIS) search was conducted on the proposed Project site and the surrounding area within a 1-mile radius. The CHRIS study includes data available from the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), the California Points of Historical Interest list, the California Historical Landmarks list, the Archaeological Determinations of Eligibility list, and the California State Inventory of Historic Resources. The CHRIS records search identified nine previously recorded cultural resources within a 1-mile buffer, with no resources located within the Project Area boundaries. According to available historical sources, the Project area includes structures commonly associated with a dairy farm operation and character-defining features, to be identified as a Post 1950s Scientific, Large Capacity Dairy, but does not appear to have played a significant role in the history of dairy farming, or appear to be an important example of a large-scale, concentrated animal dairy operation in Ontario, or the Chino Valley area.

Housing Accountability Act (SB330) Replacement Site

The Grove Corridor Replacement Site (SB330 Replacement Site) is currently developed with existing residential, commercial, and industrial uses as well as undeveloped agricultural lots. See *Section 4.4, Cultural Resources* for further discussion of the SB330 Replacement Site. The SB330 Replacement Site may contain cultural or tribal cultural resources.

4.14.2 Regulatory Setting

Federal

Archaeological Resources Protection Act

The Archaeological Resources Protection Act of 1979 regulates the protection of archaeological resources and sites that are on federal lands and Indian lands.

Native American Graves Protection and Repatriation Act of 1990

The Native American Graves Protection and Repatriation Act of 1990 sets provisions for the intentional removal and inadvertent discovery of human remains and other cultural items from federal and tribal lands. It clarifies the ownership of human remains and sets forth a process for repatriation of human remains, associated funerary objects, and sacred religious objects to the Native American groups claiming to be lineal descendants or culturally affiliated with the remains or objects. It requires any federally

funded institution housing Native American remains or artifacts to compile an inventory of all cultural items within the museum or with its agency and to provide a summary to any Native American tribe claiming affiliation.

State

California Environmental Quality Act

California public agencies must consider the effects of their actions on both “historical resources” and “unique archaeological resources.” Pursuant to Public Resources Code (PRC) §21084.1, a “project that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment.” PRC §21083.2 additionally requires agencies to determine whether proposed projects would have effects on “unique archaeological resources.”

“Historical resource” is a term with a defined statutory meaning. Under California Code of Regulations (CCR), Title 14, Chapter 3 (California Environmental Quality Act [CEQA] Guidelines), §15064.5 (a) “historical resource” includes the following:

A resource listed in or determined to be eligible by the State Historical Resources Commission (SHRC), for listing in the CRHR (PRC §5024.1 and Title 14 CCR, §4850 et seq.).

A resource included in a local register of historical resources, as defined in §5020.1(k) of the PRC or identified as significant in a historical resource survey meeting the requirements of §5024.1(g) of the PRC, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.

Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be a historical resource, provided the lead agency’s determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be “historically significant” if the resource meets the criteria for listing on the CRHR (PRC §5024.1 and Title 14 CCR §4852) including the following:

- Criterion 1 - Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
- Criterion 2 - Is associated with the lives of persons important in our past;
- Criterion 3 - Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
- Criterion 4 - Has yielded, or may be likely to yield, information important in prehistory or history.

CEQA addresses significant impacts to historical resources. “A project with an effect that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment. Substantial adverse change in the significance of a historical

resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired.” (State CEQA Guidelines §15064.5(b)(1)).

CEQA also requires agencies to consider whether projects will affect “unique archaeological resources.” PRC §21083.2, subdivision (g), states that “‘unique archaeological resources’ means an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

1. Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information.
2. Has a special and particular quality such as being the oldest of its type or the best available example of its type.
3. Is directly associated with a scientifically recognized, important prehistoric or historic event or person.”

California Senate Bill 18

California Senate Bill (SB) 18, effective September 2004, requires a local government to notify and consult with California Native American tribes when the local government is considering adoption or amendment of a general plan or a specific plan. SB 18 provides California Native American tribes an opportunity to participate in local land use decisions at an early stage of planning, for the purpose of protecting or mitigating impacts to cultural places. Prior to adoption or amendment of a general plan or a specific plan, a local government must refer the proposed action to those tribes that are on the Native American Heritage Commission contact list and have traditional lands located within the city’s or county’s jurisdiction. The referral must allow a 45-day comment period pursuant to Government Code §65453.

SB 18 (Chapter 905 of the 2004 statutes) says, in pertinent parts:

Section 1(b): In recognition of California Native American tribal sovereignty and the unique relationship between California local governments and California tribal governments, it is the intent of the Legislature, in enacting this act, to accomplish all of the following:

1. Recognize that California Native American prehistoric, archaeological, cultural, spiritual, and ceremonial places are essential elements in tribal cultural traditions, heritages, and identities.
2. Establish meaningful consultations between California Native American tribal governments and California local governments at the earliest possible point in the local government land use planning process so that these places can be identified and considered.
3. Establish government-to-government consultations regarding potential means to preserve those places, determine the level of necessary confidentiality of their specific location, and develop proper treatment and management plans.
4. Ensure that local and tribal governments have information available early in the land use planning process to avoid potential conflicts over the preservation of California Native American prehistoric, archaeological, cultural, spiritual, and ceremonial places.

5. Enable California Native American tribes to manage and act as caretakers of California Native prehistoric, archaeological, cultural, spiritual, and ceremonial places.
6. Encourage local governments to consider preservation of California Native American prehistoric, archaeological, cultural, spiritual, and ceremonial places in their land use planning processes by placing them in open space.
7. Encourage local governments to consider the cultural aspects of California Native American prehistoric, archaeological, cultural, spiritual, and ceremonial places early in land use planning processes.”

And:

Section 65352.3 of the Government Code is as follows:

- a) *(1) Prior to the adoption or any amendment of a city or county’s general plan, proposed on or after March 1, 2005, the city or county shall conduct consultations with California Native American tribes that are on the contact list maintained by the Native American Heritage Commission (NAHC) for the purpose of preserving or mitigating impacts to places, features, and objects described in Sections 5097.9 and 5097.995 of the PRC that are located within the city or county’s jurisdiction.*
- (2) From the date on which a California Native American tribe is contacted by a city or county pursuant to this subdivision, the tribe has 90 days in which to request a consultation, unless a shorter timeframe has been agreed to by that tribe.*
- b) *Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Section 65040.2, the city or county shall protect the confidentiality of information concerning the specific identity, location, character, and use of those places, features, and objects.”*

California Assembly Bill 52

The Native American Historic Resource Protection Act (AB 52) took effect July 1, 2015 and incorporates tribal consultation and analysis of impacts to tribal cultural resources (TCRs) into the CEQA process. It requires TCRs to be analyzed like any other CEQA topic and establishes a consultation process for lead agencies and California tribes. Projects that require a Notice of Preparation of an EIR or Notice of Intent to adopt a ND or MND are subject to AB 52. A significant impact on a TCR is considered a significant environmental impact, requiring feasible mitigation measures.

TCRs must have certain characteristics:

1. Sites, features, places, cultural landscapes (must be geographically defined), sacred places, and objects with cultural value to a California Native American tribe that are either included or determined to be eligible for inclusion in the California Register of Historic Resources or included in a local register of historical resources. (PRC §21074(a)(1))
2. The lead agency, supported by substantial evidence, chooses to treat the resource as a TCR. (PRC §21074(a)(2))

The first category requires that the TCR qualify as a historical resource according to PRC §5024.1. The second category gives the lead agency discretion to qualify that resource—under the conditions that it supports its determination with substantial evidence and considers the resource’s significance to a California tribe. The following is a brief outline of the process (PRC §§ 21080.3.1–3.3).

1. A California Native American tribe asks agencies in the geographic area with which it is traditionally and culturally affiliated to be notified about projects. Tribes must ask in writing.
2. Within 14 days of deciding to undertake a project or determining that a project application is complete, the lead agency must provide formal written notification to all tribes who have requested it.
3. A tribe must respond within 30 days of receiving the notification if it wishes to engage in consultation.
4. The lead agency must initiate consultation within 30 days of receiving the request from the tribe.
5. Consultation concludes when both parties have agreed on measures to mitigate or avoid a significant effect to a TCR, or a party, after a reasonable effort in good faith, decides that mutual agreement cannot be reached.
6. Regardless of the outcome of consultation, the CEQA document must disclose significant impacts on TCRs and discuss feasible alternatives or mitigation that avoid or lessen the impact.

Local

City of Ontario Policy Plan

The Ontario Plan is the main planning vision for the City of Ontario. The Ontario Plan considers the growth of the City within six areas of focus:

1. Vision
2. Government Manual
3. Policy Plan
4. City Council Priorities
5. Implementation, and
6. Tracking and Feedback

Included in the Ontario Plan (TOP) is the Policy Plan, which is a framework that would guide the City’s future growth through the application of policies and goals. For the analysis of Tribal Cultural Resources effects, the Community Design Element provides applicable regulations and policies.

Community Design Element

Goal CD4 **Historic buildings, streets, landscapes and neighborhoods, as well as the story of Ontario’s people, businesses, and social and community organizations, that have been preserved and serve as a focal point for civic pride and identity.**

- Policy CD4-1** *Cultural Resource Management.* We update and maintain an inventory of historic sites and buildings, professional collections, artifacts, manuscripts, photographs, documents, maps and other archives.
- Policy CD4-2** *Collaboration with Property Owners and Developers.* We educate and collaborate with property owners and developers to implement strategies and best practices that preserve the character of our historic buildings, streetscapes and unique neighborhoods.
- Policy CD4-6** *Promotion of Public Involvement in Preservation.* We engage in programs to publicize and promote the City's and the public's involvement in preservation efforts.

4.14.3 Thresholds of Significance

Appendix G of the State CEQA Guidelines state that a project could have a significant effect on the environment if it were to:

- 1) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code §21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:
 - i) 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 §5020.1(k), or
 - ii) 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 PRC §5024.1. In applying the criteria set forth in subdivision (c) of PRC 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. (See Impact 4.14-1).

4.14.4 Plans, Programs, and Policies

- PPP CUL-2** Native American historical and cultural resources and sacred sites are protected under PRC §§5097.9 to 5097.991, which require that descendants be notified when Native American human remains are discovered and provide for treatment and disposition of human remains and associated grave goods.
- PPP TCR-1** The project is required to comply with CEQA Guidelines §15064.5, Public Resources Code §§21083.2 and 5097.9, and Health and Safety Code §7050.5, to properly recover and evaluate any TCRs, if encountered.

Methodology and Assumptions

The Project is evaluated against the significance criteria/thresholds as the basis for determining the impact's level of significance concerning tribal resources. This analysis considers the existing regulatory framework (i.e., laws, ordinances, regulations, and standards [LORS]) that avoid or reduce the potentially significant environmental impacts. Where significant impacts remain despite compliance with the regulatory framework, feasible mitigation measures are recommended, to avoid or reduce the potentially significant environmental impacts.

Informal Consultation – Native American Outreach and Background Research

As part of the Cultural Resources Assessment, MCC conducted *informal* tribal consultation, in 2018 and 2020 (this informal consultation was conducted by the applicant prior to this EIR process being initiated; refer to the discussion below for the results of formal AB52/SB18 tribal consultation that has been led by City staff). The following dates list MCC's attempts to contact Native American Tribes and individuals identified by the NAHC and established working relations with other native American representatives:

- MCC requested a search of the Sacred Lands File (SLF) from the Native American Heritage Commission (NAHC) in July 2018. In January 2020, MCC was retained by the EPD Solutions Inc., to conduct a supplemental assessment of an expanded Project area encompassing an additional 80 acres. This assessment included an additional CHRIS records search and notification of the expanded area to Native American tribal representatives identified by the NAHC. The SLF search did not identify any previously known cultural resources within the entire Specific Plan area.
- On October 24 and November 12, 2018, MCC sent informational letters and maps to Native American representatives designated by the NAHC and local Native American representatives known by MCC to have an interest in the area.
- The NAHC requested that 9 Native American tribes or individuals be contacted for further information regarding the general Project vicinity. Letters were mailed on October 24, 2018, to interested parties in advance of the NAHC response, in order to expedite a streamlined Native American contact program.
- On November 12, 2018, individuals that were not in MCC's initial outreach were also contacted via mail the same informational letters and map. Overall, a total of 22 parties were contacted, 9 of which were identified by the NAHC as potential contacts and 13 additional Native American representatives, to solicit comments regarding the Project, as discussed further below.
- If responses were not made by the 22 parties mentioned above, additional attempts at contact by letter, email, or phone call were made on November 12 and November 27, 2018.
- On January 30, 2020, MCC sent informational letters and maps of the expanded Project Area to the 9 Native American Tribes and/or individuals identified by the NAHC as contacts to have knowledge of cultural resources in the Project Area. MCC did not conduct formal consultation with the Native American representatives (refer to the formal AB52/SB18 consultation discussion below which has been led by City staff as part of the current EIR process).

As a result of MCC's informal consultation effort to contact the 22 Native American Tribes or individuals identified by the NAHC and established working relationships with other Native American representatives, MCC received 6 responses. Below is a summary of the responses provided by Native American Tribes.

- MCC received several responses prior to the first follow-up attempt. On November 1, 2018, MCC received an email from Jessica Mauck, Cultural Resources Analyst for San Manuel Band of Mission Indians (SMBMI). Ms. Mauck stated the proposed Project Area is located just outside of Serrano ancestral territory and SMBMI would not request consulting party status or elect to participate with further development of the Project.

- On November 2, 2018, MCC received an email containing a letter from Travis Armstrong, Tribal Historic Preservation Officer for Morongo Band of Mission Indians (MBMI). Mr. Armstrong stated the Project is located within the MBMI's aboriginal territory or in an area considered to be a traditional use area or one in which the Tribe has cultural ties. MBMI requested a thorough records search be conducted via CHRIS and a copy of the search results be provided to the tribe. MBMI also requested a tribal monitor participate during the initial pedestrian field survey of the Phase I Study of the Project with copy of results of the study provided. Mr. Armstrong stated that if the pedestrian survey has already been conducted, MBMI would request a copy of the Phase I study be provided to the Tribe as soon as it is made available.
- On November 7, 2018, MCC received an email from Lacy Padilla, Archaeological Technician for Agua Caliente Band of Cahuilla Indians (ACBCI), who were a part of MCC's preliminary outreach effort. Ms. Padilla stated the proposed Project is not located within ACBCI's Traditional Use Area and they defer to other tribes in the area.
- MCC conducted a follow-up to the 9 NAHC-provided Native American contacts on November 12, 2018. In response, Brandy Salas, admin specialist for Gabrieleno Band of Mission Indians- Kizh Nation (Kizh Nation), requested a digital copy of the outreach letter be sent to the Tribe. MCC provided a digital copy to Ms. Salas on November 14, 2018.
- On November 16, 2018, Ms. Salas responded that the Kizh Nation requested that if any ground disturbance should take place regarding the Project that their tribal government would like to consult with the agency. On November 16, 2018, MCC received an email from Sarah Bliss, Cultural Resources Manager for the Twenty-Nine Palms Band of Mission Indians (TNPBMI). Ms. Bliss noted that TNPBMI is unaware of any additional cultural resources or any Tribal Cultural Resources within the Project area. However, TNPBMI requested to continue to be notified on Project details.
- On November 28, 2018 MCC received a return call from Mr. Anthony Morales, chairperson of the Gabrieleno / Tongva San Gabriel Band of Mission Indians. Mr. Morales indicated that the Project area is historically known to have had Gabrieleno villages in the general vicinity, that the area would have been used as a trade route to the Inland Empire, and that there may even be traces of water conveyance features intact. Mr. Morales also requested that the Gabrieleno / Tongva San Gabriel Band of Mission Indians be contacted in the event that any ground disturbing activity takes place within the Project area, as they would like to be involved in the monitoring process.
- As a result of notifying Native American Tribes or individuals identified by the NAHC about changes to the Project Area, MCC received one response from Alexandra McCleary, Tribal Archaeologist for the San Manuel Band of Mission Indians (SMBMI) on February 5, 2020. Ms. McCleary noted that the proposed Project area is located outside of their ancestral territory and as such does not have any comments.

As of March 4, 2020 MCC had not received any additional responses from the remaining NAHC-listed groups or individuals contacted for information. Should MCC receive additional responses once the final report is submitted, the information will be passed on to Euclid Land Ventures to be added to the report as an addendum. NAHC and Native American correspondence materials, including communication attempts, are provided as Appendix C within the Cultural and Paleontological Resources Assessment

(Appendix D1 of this DEIR). Note that the communication in Appendix D1 was informal consultation conducted by the applicant's archaeologist, MCC.

Formal Consultation – Native American Outreach and Background Research

As part of the current CEQA process for the Project, the City of Ontario initiated formal tribal consultation under AB52 and SB18. City staff requested an updated SB18 tribal consultation list from the NAHC. On March 11, 2021, City staff also mailed formal consultation letters to all applicable tribes (refer to Appendix D1 for copies of all correspondence sent by the City to applicable tribes). Tribal consultation was concluded on September 22, 2021, per an email from Chairman Andy Salas of the Gabrieleño Band of Mission Indians – Kizh Nation. As a result of this consultation, recommended mitigation measures were provided in order to address specific concerns regarding sensitive environmental resources located near the Project site.

Approach to Analysis

This analysis of impacts on tribal resources examines the Project's temporary (i.e., construction) and permanent (i.e., operational) effects based on application of the significance criteria/thresholds outlined above. Each criterion is discussed in the context of the Project site, and SB330 Replacement Site and the surrounding characteristics/geography. The impact conclusions consider the potential for changes in environmental conditions, as well as compliance with the regulatory framework enacted to protect the environment.

The baseline conditions and impact analyses are based on field observations, review of project maps and drawings; analysis of aerial and ground-level photographs; and review of various data available in public records, including local planning documents. The determination that any components of the Project may result in "significant" adverse effects on historical and archaeological resources and human remains considers the existing site's historical resource value and the severity of the Project implementation on resources that may be considered historical.

4.14.5 Project Impacts and Mitigation

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

Impact 4.14-1: *Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of size and 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 CRHR, or in a local register of historical resources as defined in PRC §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 PRC §5024.1. In applying the criteria set forth in subdivision (c) of PRC 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

Level of Significance: Less than Significant with Mitigation Incorporated

Specific Plan- Phase I/Future Development Areas

MCC's search of the CRHR yielded negative results regarding the presence of tribal cultural resources. Since completion of the cultural resources report, additional archaeological resources were found at two locations near the Project site. Therefore, the Project site is considered archaeologically sensitive and could cause a substantial adverse change to a tribal cultural resource listed or eligible in the CRHR, should such resources be discovered during grading. Further, as required by **MM TCR-1** a Qualified Archaeologist would consult with local experts and Native American Representatives for the preparation of a treatment plan, respectively, if significant unknown cultural resources are discovered during construction mass grading and trenching activities.

As discussed above, implementation of the proposed Project could result in disturbance or destruction of unknown buried tribal cultural resources that were not identified during previous studies or site evaluation. **MM CUL-6** and **MM TCR-1** include provisions that will ensure the protection of any unknown or inadvertently discovered archaeological resources and human remains, or other cultural significant resources. All such finds would be required to be treated in accordance with all CEQA requirements and all other applicable laws and regulations. With implementation of these measures, impacts in this regard would be less than significant.

SB330 Replacement Site

The proposed increase in residential density is not anticipated to have any new or substantially more severe environmental impacts than was evaluated in the City's TOP EIR. Any potential future residential development would be subject to the City's standard discretionary review process and CEQA compliance, including conducting site-specific cultural resource assessments. The local area is known to contain significant cultural resources, and as such the City anticipates construction monitoring for any new development. Mitigation measures **MM-CUL 1** and **MM TCR-1** would apply to any new development in the SB330 Replacement Site area. With implementation of **MM CUL-1** and **MM TCR-1**, and in consideration of compliance with the City's standard discretionary review and CEQA compliance process for new development, no significant impacts are anticipated.

Conclusion

Buildout of the Project and the future buildout of the SB330 Replacement Site would not cause a substantial adverse change to a tribal cultural resource listed or eligible in the CRHR with proper mitigation implemented. All such finds would be required to be treated in accordance with all CEQA requirements and all other applicable laws and regulations. With implementation of these measures, impacts in this regard would be less than significant.

Mitigation Measures

In addition to **MM CUL-1**, the following tribal cultural resource measures shall be implemented:

MM TCR-1 Prior to the commencement of any ground disturbing activity at the Project site, the Project Applicant shall retain a Native American Monitor approved by the Gabrieleno Band of Mission Indians-Kizh Nation – the tribe that consulted on this Project pursuant to Assembly Bill A52 (the “Tribe” or the “Consulting Tribe”). A copy of the executed contract shall be submitted to the City of Ontario Planning and Building Department prior to the issuance of any permit necessary to commence a ground-disturbing activity. The Tribal monitor will only be present on-site during the construction phases that involve ground-disturbing activities. Ground disturbing activities are defined by the Tribe as activities that may include, but are not limited to, pavement removal, potholing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the project area. The Tribal Monitor will complete daily monitoring logs that will provide descriptions of the day’s activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when all ground-disturbing activities on the Project Site are completed, or when the Tribal Representatives and Tribal Monitor have indicated that all upcoming ground-disturbing activities at the Project Site have little to no potential for impacting Tribal Cultural Resources.

Upon discovery of any Tribal Cultural Resources, construction activities shall cease in the immediate vicinity of the find (not less than the surrounding 100 feet) until the find can be assessed. All Tribal Cultural Resources unearthed by project activities shall be evaluated by the qualified archaeologist and Tribal monitor approved by the Consulting Tribe. If the resources are Native American in origin, the Consulting Tribe will retain it/them in the form and/or manner the Tribe deems appropriate, for educational, cultural and/or historic purposes. If human remains and/or grave goods are discovered or recognized at the Project Site, all ground disturbance shall immediately cease, and the county coroner shall be notified per Public Resources Code Section 5097.98, and Health & Safety Code Section 7050.5. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2). Work may continue on other parts of the Project Site while evaluation and, if necessary, mitigation takes place (CEQA Guidelines Section 15064.5[f]). If a non-Native American resource is determined by the qualified archaeologist to constitute a “historical resource” or “unique archaeological resource,” time allotment and funding sufficient to allow for implementation of avoidance measures, or appropriate mitigation, must be available. The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and PRC Sections 21083.2(b) for unique archaeological resources.

Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any historic archaeological material that is not Native American in origin shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes.

4.14.6 Cumulative Impacts

Cumulative impacts to TCRs would occur when the impacts of the Project, in conjunction with other projects and development in the region, result in multiple and/or cumulative impacts to TCRs in the area. No previously recorded fossil localities are located within one-mile radius of the Project area, and no sacred sites are documented within to the Project site. As noted above, since completion of the cultural resources report, additional archaeological resources were found at two locations near the Project site. Therefore, it is possible that buried prehistoric artifacts or TCRs could be present within the area. The proposed Project includes mitigation to ensure proper identification, treatment, and preservation of TCRs. Implementation of these measures would reduce the potential for the Project's adverse impacts on TCRs. Each future project considered for approval by the City would be required to include mitigation measures to protect resources if they are uncovered during grading activities. The Project would not combine with other projects in the region to create a cumulative impact to TCRs. Therefore, cumulative impacts to TCRs would be less than significant.

4.14.7 Significant Unavoidable Impact

Upon implementation of mitigation, there are no unavoidable significant impacts with respect to Tribal Cultural Resources.

4.14.8 References

- City of Ontario, 2018a "Ontario's History." City of Ontario Southern California. Available online at <http://www.ontarioca.gov/planning/historic-preservation/ontarios-history>. Last accessed August 8, 2018.
- City of Ontario, 2018b "City History." City of Ontario Southern California. Available online at <https://www.ontarioca.gov/aboutontario/city-history>. Last accessed August 8, 2018.
- Electronic Code of Federal Regulations (2019). Title 36, Chapter I, Part 60, §60.4 – Criteria for evaluation. Retrieved from ECFR Website: <https://www.ecfr.gov/cgi-bin/retrieveECFR?gp=1&SID=d43e4082493a66fe58adb0225f620703&ty=HTML&h=L&r=SECTION&n=36y1.0.1.1.26.0.45.4>
- Material Culture Consulting (2020). Cultural and Paleontological Resources Assessment South Ontario Logistics Center. Pomona, CA: Material Culture Consulting.

4.15 UTILITIES AND SERVICE SYSTEMS

This section of the Draft Environmental Impact Report (Draft EIR) discusses the current conditions for utility providers, including water, wastewater, stormwater, solid waste, electricity, and natural gas services, and the South Ontario Logistics Center Specific Plan's (proposed Project) effects on these providers.

The following analysis in this section is based, in part, on service provider questionnaire responses and the following technical study information obtained from:

- Preliminary Hydrology Calculations for the South Ontario Logistics Center, Thienes Engineering Inc., Revised December 2020. (*Appendix G1*)
- Preliminary Water Quality Management Plan for the South Ontario Logistics Center, Thienes Engineering Inc., December 2020. (*Appendix G2*)
- Water Supply Assessment for the South Ontario Logistics Center, Kimley-Horn, May 2021. (*Appendix J1*)

Complete copies of these studies are included in the Draft EIR *Appendices G1, G2, and J1*.

4.15.1 Wastewater Treatment and Distribution Systems

4.15.1.1 Environmental Setting

Specific Plan – Phase I and Future Development Area

Wastewater Conveyance

The City is divided into two distinct areas, Old Model Colony (OMC) and Ontario Ranch (OR), formerly known as the New Model Colony. The two areas are generally divided by Riverside Drive. OMC consists of existing residential, commercial, and industrial developments. It comprises approximately 36 square miles. OR is an agricultural area that was annexed to the City in 1999. It is approximately 13 square miles and currently consists of primarily agricultural and dairy land.

The existing OMC sewer collection system is made up of a network of gravity sewers, pump stations, and force mains. The gravity system consists of approximately 365.7 miles of pipe and 7,582 manholes and cleanouts. The system also includes three pump stations and 11,588 feet of associated force mains. The total existing average sewer load for OMC is estimated at 18.75 million gallons per day (mgd). With an existing population of 174,536 persons, this is equivalent to approximately 107 gallons per day (gpd) per person.

The ultimate sewer collection system will include service to OR. The proposed Project is in the OR and no sewer lines currently run in the vicinity of the Project site. Approximately 140,000 feet of additional trunk sewer will be added to the City's system in OR, ranging in size from 12-inches to 36-inches.

Wastewater Treatment

Regional wastewater services are provided to the City and its neighboring agencies by the Inland Empire Utilities Agency (IEUA). Several regional trunk sewers collect sewage generated in the City and transport it to IEUA's RP-1 and RP-5. RP-1, located south of the Pomona Freeway (SR-60) and west of Cucamonga Creek, has been in operation since 1948 and has a current capacity of 44 million of gallons per day (mgd). RP-1 also serves the Cities of Rancho Cucamonga, Upland, Montclair, Fontana, and portions of unincorporated San Bernardino County. The plant treats an average influent wastewater flow of approximately 28 mgd.

IEUA began operation of RP-5 in March 2004. RP-5 is located in the City of Chino at the southeast corner of Kimball Avenue and El Prado Road. Sewage generated in the OR, as well as the wastewater flows diverted from the OMC sewer pump station tributary areas are treated at RP-5. The plant has a wastewater treatment capacity of 15 mgd and treats an average influent wastewater flow of approximately 9 mgd.

IEUA had originally planned to bypass an average flow of up to 20 mgd from RP-1 to RP-5 via the OR sewer system and Kimball Interceptor Sewer located on Kimball Avenue west of Baker Street. The first OR sewer constructed (Eastern Trunk Sewer) was designed to carry 9 mgd of bypass flow from RP-1. Currently, IEUA does not expect to pursue the remaining 11 mgd bypass capacity in the OR sewer system.

SB330 Replacement Site

The SB330 Replacement Site along Grove Corridor is characterized by agricultural and urban development consisting of single-family residential units, agricultural plots, and some commercial uses. The Project does not include construction of any new structures on the SB330 Replacement Site but would rezone the properties in order to increase the maximum unit density allowed in the area. The rezoning of the SB330 Replacement Site along Grove Corridor would allow the Project to remain compliant with SB330.

4.15.1.2 Regulatory Setting

Federal

Clean Water Act and National Pollution Elimination Discharge System

The Clean Water Act establishes regulations to control the discharge of pollutants into the waters of the United States and regulates water quality standards for surface waters (US Code, Title 33, §§ 1251 et seq.). Under the act, the US Environment Protection Agency is authorized to set wastewater standards and runs the National Pollutant Discharge Elimination System (NPDES) permit program. Under the NPDES program, permits are required for all new developments that discharge directly into Waters of the United States. The federal Clean Water Act requires wastewater treatment of all effluent before it is discharged into surface waters. NPDES permits for such discharges in the Project region are issued by the Santa Ana Regional Water Quality Control Board.

State

State Water Resources Control Board: Statewide General Waste Discharge Requirements

The General Waste Discharge Requirements specify that all federal and state agencies, municipalities, counties, districts, and other public entities that own or operate sanitary sewer systems greater than one mile in length that collect and/or convey untreated or partially treated wastewater to a publicly owned treatment facility in the State of California need to develop a Sewer Master Plan. The plan evaluates existing sewer collection systems and provides a framework for undertaking the construction of new and replacement facilities in order to maintain proper levels of service. The master plan includes inflow and infiltration studies to analyze flow monitoring and water use data, a capacity assurance plan to analyze the existing system with existing land use and unit flow factors, a condition assessment and sewer system rehabilitation plan, and a financial plan with recommended capital improvements and financial models.

General Pretreatment Regulations for Existing and New Sources of Pollution

The General Pretreatment Regulations establish responsibilities of Federal, State, and local government, industry, and the public to implement National Pretreatment Standards to control pollutants which pass through or interfere with treatment processes in Publicly Owned Treatment Works (POTW) or which may contaminate sewage sludge. Pretreatment standards are pollutant discharge limits which apply to industrial users.

Local

Inland Empire Utilities Agency Water Quality Control Plants NPDES Permit

Wastewater discharge requirements for the Inland Empire Utilities Agency (IEUA) Regional Water Recycling Plant No. 1 (RP-1) and Regional Water Recycling Plant No. 5 (RP-5) are detailed in Order No. RS-2015-0036 NPDES No. CA8000409. The permit includes the conditions needed to meet minimum applicable technology-based requirements. The permit includes limitations that are more stringent than applicable federal technology-based requirements where necessary to achieve the required water quality standards.

Inland Empire Utilities Agency Regional Wastewater Ordinance No. 97

The IEUA's Regional Wastewater Ordinance No. 97 sets forth uniform requirements for industrial users of the IEUA's regional sewage system to comply with all applicable state and federal laws, including the CWA, the General Pretreatment Regulations, and the California Water Code. The objective of the ordinance is to prevent the introduction of pollutants into the POTWs that will interfere with their operation or that will pass through the POTWs, inadequately treated, into receiving waters.

City of Ontario Water and Sewer Design Development Guidelines

The City of Ontario Water and Sewer Design Development Guidelines ensures that water and sewer facilities constructed in the City are complete, correctly operating, and in compliance with government codes and good water and wastewater industry practice. The guidelines also provide interested parties with the City's procedures, policies, and requirements for the design and construction of new water and wastewater infrastructure.

City of Ontario Municipal Code

Title 6, Chapter 7 of the Municipal Code (Public Sewer System) sets forth uniform requirements for direct and indirect contributors into the City of Ontario sewerage system and IEUA treatment system, and enables the City to comply with all applicable State and Federal laws, including the Clean Water Act and the General Pretreatment Regulations, and subsequent amendments to each.

City of Ontario Policy Plan

The City of Ontario’s Policy Plan contains policies and goals addressing wastewater infrastructure. *Table 4.15-1* provides a summary of these goals and policies.

Table 4.15-1: Ontario Policy Plan Goals and Policies Relevant to Wastewater Utilities

Goal/Policy No.	Goal/Policy
ER1	A reliable and cost-effective system that permits the City to manage its diverse water resources and needs.
ER1-8	Wastewater Management. We require the management of wastewater discharge and collection consistent with waste discharge requirements adopted by the Regional Water Quality Control Board.

Source: Ontario 2009.

4.15.1.3 Thresholds of Significance

Appendix G of the State CEQA Guidelines state that a project could have a significant effect on the environment if it were to:

- Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.
- 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.

4.15.1.4 Plans, Programs, and Policies

PPP WW-1 The proposed Project will be designed, constructed, and operated in accordance with the IEUA Regional Wastewater Ordinance No. 97. All industrial wastewater discharges into IEUA facilities shall be required to comply with the discharge standards set forth to protect the POTWs.

PPP WW-2 The Project’s sewer infrastructure improvements will be designed, constructed, and operated in accordance with the City of Ontario Water and Sewer Design Development Guidelines.

PPP WW-3 The proposed Project will be designed, constructed, and operated in accordance with the requirements of the City’s Municipal Code Chapter 7, Public Sewer System, to protect the City of Ontario sewerage system and IEUA treatment system.

4.15.1.5 Project Impacts and Mitigation

The following impact analysis addresses thresholds of significance.

Impact 4.15-1: *Would the Project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects (wastewater treatment and distribution)?*

Level of Significance: Less Than Significant Impact

The Project site is located in OR and is within IEUA's wastewater service area boundary. Wastewater conveyance will be provided by the City of Ontario.

Specific Plan - Phase I and Future Development Area

Wastewater Conveyance

There are no existing sewer mains near the Project site that are within the jurisdiction of the City of Ontario and the proposed Project would require the construction of both on- and off-site sewer mains. It would be financially infeasible for residential development to bear the cost of infrastructure improvements required to support a residential development. The City of Ontario's 2012 Sewer Master Plan shows the existing infrastructure serving the Project area as well as the ultimate sewer system. The ultimate sewer collection system will include approximately 140,000 feet of additional trunk sewer to serve the OR. The sewer master plan includes a Capital Improvement Program (CIP) to ensure adequate long-range planning for implementing the City's sewer infrastructure improvements in line with the City's 2010 General Plan buildout scenario.

Sewer services for the Project site will be provided by the City. There are no sewer mains located within the broader vicinity of the Project area; therefore, the Specific Plan includes a network of new public sewer mains, consistent with the City's Ultimate Sewer System Plan. A Sewer Sub-Area Master Plan (SSAMP) shall be prepared for each tract map and development within the Specific Plan. A 36-inch sewer main will connect to an existing IEUA interceptor trunk main sewer located in Kimball Avenue to the south, run north in Euclid Avenue to Merrill Avenue, then east to Grove Avenue. The IEUA interceptor trunk sewer main is 54 inches east of Euclid and 60 inches west of Euclid Avenue. An 18-inch sewer main would run from Merrill Avenue north within Bon View Avenue and Grove Avenue to Eucalyptus Avenue. A sewer main will run within Eucalyptus Avenue, from a point west of Grove Avenue to Bon View Avenue where it will connect to the 18-inch sewer main within Bon View Avenue. The size of the Eucalyptus Avenue sewer main will be determined during development plan preparation for planning area (PA) 1 and PA2 of the Project. Note that all of these off-site sewer mains are regional facilities identified in the City's Sewer System Plan and/or already required for construction by other projects. The Project will pay a fair share of these off-site regional sewer system improvements, which all occur within existing streets or are part of future development. As these off-site facilities have already been identified in the City's Sewer Master Plan, the Project will not require the construction or expansion of existing wastewater treatment facilities beyond that already identified by the City as part of its regional wastewater system.

The Project also includes various on-site sewer infrastructure to connect the Specific Plan site to the City's sewer system. The ultimate sizing and alignment of the sewer shall be consistent with the Sewer Master Plan, the City's Water and Sewer Design Development Guidelines, the Municipal Code, and/or a City conducted and approved hydraulic analysis. A Sewer Sub-Area Master Plan (SSAMP) shall be prepared for each Tract Map and development within the Specific Plan. The impacts of all on-site infrastructure are addressed throughout this EIR as part of the overall Specific Plan site development.

Therefore, the proposed Project would not result in the construction of new wastewater facilities or expansion of existing facilities, the construction of which could cause significant environmental effects, and impacts would be less than significant.

SB330 Replacement Site

The proposed increase in residential density for the SB330 Replacement Site would likely result in a slight increase in water demand for this area, due to increased residential density (see Impact 4.15-4 discussion for the SB330 Replacement Site). As discussed in Impact 4.15-4, the net effect of the Project site plus the SB330 Replacement Site is anticipated to be similar in overall demand as the current General Plan land use designations. Pursuant to SB330, the Project will create an Overlay District on the SB330 Replacement Site to increase the residential zoning capacity by 1,352 units, which will offset the "loss" of residential zoning capacity within the Project site. In order for this Overlay District to be approved, a Zone Change is required. The additional density is assumed to be spread evenly across the 473-acre SB330 Replacement Site. This area is currently zoned with a mix of low density, low-medium density and medium density residential allowing an estimated 3,690 DU, in addition to 18 acres of Neighborhood Commercial and 44 acres of General Commercial. As part of the City's current TOP Update process, City staff are evaluating this SB330 Replacement Site area for higher density land uses to create a mixed used transit-oriented area, currently envisioned with approximately 10,161 DU and a mixed-use area of 44 acres. Once development occurs, it would comply with applicable regulations and requirements including the City's standard development review process..

Conclusion

The proposed Project and the SB330 Replacement Site would not result in the construction of new wastewater facilities or expansion of existing facilities, the construction of which could cause significant environmental effects, and impacts would be less than significant.

Mitigation Measures

No mitigation is required.

Impact 4.15-2: Would the Project 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?

Level of Significance: Less Than Significant Impact

Specific Plan - Phase I and Future Development Area

The Project site is located in the OR and is within IEUA's wastewater service area boundary. The proposed Project will be served by the RP-5 wastewater treatment plant. Buildout of the proposed Project would generate approximately 543,761 gal/day of as shown in *Table 4.15-4*. As stated above, the current liquid treatment capacity of RP-5 is 15 mgd, and the plant treats an average of 9 mgd. Thus, RP-5 has a remaining wastewater treatment capacity of 6 mgd. The proposed Project's generated wastewater would represent less than one percent of the RP-5's remaining treatment capacity. Therefore, wastewater generated by the proposed Project would be adequately treated at the RP-5.

RP-5 is required by federal and state law to meet applicable standards of treatment plant discharge requirements subject to Order No. RS-2015-0036 NPDES No. CA8000409. The permit includes the conditions needed to meet minimum applicable technology-based requirements. The NPDES permit regulates the amount and type of pollutants that the system can discharge into receiving waters. RP-5 is operating in compliance with and would continue to operate subject to state waste discharge requirements and federal NPDES permit requirements, as set forth in the NPDES permit and order. Furthermore, the proposed Project will comply with IEUA's Ordinance No. 97 ensuring that wastewater discharge into the sewer system is compliant with the NPDES permit conditions, bio-solid use and disposal requirements, and any other federal or state laws.

The additional wastewater (quantity and type) that would be generated by the proposed Project and treated by the RP-5 would not impede the treatment plant's ability to continue to meet its wastewater treatment requirements. Impacts on wastewater treatment would be less than significant.

SB330 Replacement Site

IEUA will also provide wastewater services to development on the SB330 Replacement Site. The slight increase in residential density will generate additional wastewater, although future development would be required to fund fair share of improvements to ensure adequate treatment capacity, through connection fees, development impact fees and service fees. An NPDES Permit will be obtained prior to start of construction and the development on the site would be compliant with the NPDES permit conditions, bio-solid use, disposal requirements, and other applicable federal or state laws. Impacts would be less than significant.

Conclusion

The additional wastewater that would be generated by the proposed Project and treated would not impede the treatment plant's ability to continue to meet its wastewater treatment requirements. Impacts on wastewater treatment would be less than significant.

Mitigation Measures

No mitigation is required.

4.15.1.6 Significant Unavoidable Impacts

There are no unavoidable significant impacts with respect to wastewater treatment capacity.

4.15.1.7 Cumulative Impacts

The area considered for cumulative impacts to wastewater treatment is IEUA's RP-5 service area. The area considered for cumulative impacts to wastewater conveyance systems is the OR area. Future growth in the OR, in accordance with the Ontario Plan, would result in increases in wastewater flow. These include increases in residential, commercial, and industrial effluent. Expansion and/or capacity upgrades to the existing sewer collection lines would be required due to the change in land use in the OR. The Sewer Master Plan projects daily wastewater generation in line with land use changes associated with the Ontario Plan. The sewer master plan presents preliminary sizes, alignments and construction cost estimates needed to mitigate existing drainage deficiencies and support future build-out conditions (AKM 2012a). Sewer collection system expansions would be based on the Sewer Master Plan and would be constructed with development in the OR. Through the use of connection fees and agreements, the IEUA is able to maintain and expand its wastewater collection system as necessary and is able to ensure that new developments pay their fair-share costs associated with increased demand. Therefore, there would be no significant cumulative impacts on wastewater collection.

The City wastewater effluent in the OR is directed mainly to RP-5. The 2035 projected quantities of wastewater that need to be treated at RP-5 is 18.4 mgd, an increase of 9.4 mgd from current production rates (IEUA 2018). The 20-year IEUA's CIP includes expanding the capacity of RP-5 to 22.5 mgd. The CIP also developed a capacity fee charged to new development to fund the needed capacity. Furthermore, IEUA annually prepares a wastewater treatment master plan and flow projections for all its contracting agencies, including Ontario. The IEUA improvement plan is sequenced considering the rate of development to ensure adequate treatment capacity exists at time of building permits but is phased to eliminate premature construction of unneeded capacity. Assuming the proposed plant expansions would be completed prior to increased urban development and the treatment of water at these plants would continue to meet the water quality standards of the Santa Ana RWQCB, there would be no significant cumulative impacts on wastewater treatment.

4.15.2 Water Supply and Distribution Systems

4.15.2.1 Environmental Setting

Water Supply

The Ontario Municipal Utilities Company (OMUC) provides water service to residents, businesses, and other users to most of the City of Ontario, including the Project site. As of 2015, the OMUC provided water to a population of approximately 168,777 people. The primary source of water is groundwater from Chino Groundwater Basin (Chino Basin). Other water supplies include treated groundwater from the Chino Basin Desalter Authority (CDA), recycled water from IEUA, and imported water from the Water Facilities Authority (WFA) (Ontario 2016). The City currently owns and operates 17 active wells, five of which are out of service due to water quality issues. As of 2015, there were 33,720 water meters throughout the City (Ontario 2016, Jones 2019).

Total potable and recycled water demand within the OMUC service area averaged 43,663 acre-feet per year (AFY) between 2005 and 2015. Despite growth within the City between 2005 and 2015, potable

demands have steadily decreased in the last 10 years primarily due to increasing recycled water use and conservation efforts. In 2015, the City’s total demand was 37,151 AFY. The total demands in the year 2040 are projected to be 73,640 AFY. Actual water supplies provided to the City for the year 2015 are summarized in *Table 4.15-2*.

Table 4.15-2: Water Supply Sources for the City of Ontario in 2015

Water Supplier	Water Source	Amount (AFY)
City of Ontario	Groundwater	19,544
Chino Basin Desalter Authority (CDA)	Purchased/Imported Water	3,543
Water Facilities Authority (WFA)	Purchased/Imported Water	6,413
San Antonio Water Company (SAWC)	Purchased/Imported Water	443
Inland Empire Utilities Authority (IEUA)	Recycled Water	3,859
IEUA – Agriculture Deliveries	Recycled Water	3,349
Total		37,151
Source: City of Ontario, 2016. AFY = Acre-feet per year		

Refer to the WSA for the proposed Project (see *Appendix J1*) for a more detailed description of water supplies in the City.

The Project site is currently agricultural land use, including dairy operations and field crops. The site is not connected to the City’s water supply and utilizes groundwater for irrigation of crops and other agricultural-related uses.

Water Conveyance

The City’s existing domestic water system consists of the following:

- 5 primary pressure zones (Zone 925, 1010, 1074, 1212, and 1348)
- Over 2.8 million feet (546 miles) of transmission and distribution pipe, 2-inches through 42-inches in diameter
- 6,811 fire hydrants
- 12 reservoirs with a total volume of 75 million gallons
- 4 active booster pump stations, 1 inactive booster pump station
- 16 pressure reducing stations
- 5 inter-agency connections
- 2 Connections to WFA
- 2 Connections to CDA

The existing water service area includes only a very small portion of OR; Edenglen by Brookfield Homes (located south of Riverside Drive, east of Mill Creek Avenue), and Colony High School (located south of Riverside Drive and west of Mill Creek Avenue). The majority of the existing residents and businesses of OR use private groundwater wells for their water supply (AKM 2012b).

Water Treatment

Groundwater from the Chino Basin is directly pumped by the City of Ontario into its distribution system or is treated through an ion-exchange facility located at John Galvin Park before pumping it into the distribution system. The CDA desalters, Chino I and Chino II Desalters, consist of groundwater extraction wells connected to pumps and pipelines that direct water to advanced treatment facilities. The final product is a high-quality drinking water (Ontario 2016).

4.15.2.2 Regulatory Background

Federal

Federal Safe Drinking Water Act

The Safe Drinking Water Act (SDWA), the principal federal law intended to ensure safe drinking water to the public, was enacted in 1974 and has been amended several times since it came into law. The Act authorizes the U.S. Environmental Protection Agency (EPA) to set national standards for drinking water, called the National Primary Drinking Water Regulations, to protect against both naturally occurring and man-made contaminants. These standards set enforceable maximum contaminant levels in drinking water and require all water providers in the United States to treat water to remove contaminants, except for private wells serving fewer than 25 people. In California, the State Water Resources Control Board (SWRCB) conducts most enforcement activities. If a water system does not meet standards, it is the water supplier's responsibility to notify its customers.

State

Porter-Cologne Water Quality Control Act

Under the Porter-Cologne Water Quality Control Act (Water Code §§ 13000 et seq.), which was passed in California in 1969 and amended in 2013, the SWRCB has authority over State water rights and water quality policy. This Act divided the state into nine regional basins, each under the jurisdiction of a Regional Water Quality Control Board (RWQCB) to oversee water quality on a day-to-day basis at the local and regional level. RWQCBs engage in a number of water quality functions in their respective regions. RWQCBs regulate all pollutant or nuisance discharges that may affect either surface water or groundwater. Ontario is overseen by the San Ana Area RWQCB.

California Senate Bill 610 and 221

Senate Bill (SB) 610 and SB 221 were amended in 2001 to assure coordination between the local water and land use decisions to confirm that California cities and communities are provided with adequate water supply. Specific projects are required to prepare a Water Supply Assessment (WSA). The WSA is composed of information regarding existing and forecasted water demands, as well as information pertaining to available water supplies for the new development.

The following projects are required to prepare a WSA:

- Residential developments consisting of more than 500 homes, or
- A business employing more than 1,000 people or having more than 500,000 square feet;

- A commercial office building employing more than 1,000 people or having more than 250,000 square feet of floor space;
- A hotel having more than 500 rooms;
- A proposed industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area
- A mixed-use project that requires the same or greater amount of water as a 500 dwelling-unit project.

SB 221 requires written verification that there is sufficient water supply available for new residential subdivisions that include over 500 dwelling units or meet the other requirements listed above. The verification must be provided before commencement of construction for the project.

Urban Water Management Planning Act

The Urban Water Management Planning Act of 1983 (Water Code §§ 10610 et seq.) requires water suppliers to:

- Plan for water supply and assess reliability of each source of water over a 20-year period in 5-year increments.
- Identify and quantify adequate water supplies, including recycled water, for existing and future demands in normal, single-dry, and multiple-dry years.
- Implement conservation and the efficient use of urban water supplies.

Significant new requirements for quantified demand reductions have been added by the Water Conservation Act of 2009 (Senate Bill 7 of Special Extended Session 7 or SBX7-7), which amends the Urban Water Management Planning Act and adds new water conservation provisions to the Water Code.

Mandatory Water Conservation

Following Governor Brown's declaration of a state of emergency on July 15, 2014, the SWRCB adopted Resolution No. 2014-0038. The emergency regulation was partially repealed by Resolution No. 2017-0024. The remaining regulation prohibits several activities, including (1) the application of potable water to outdoor landscapes in a manner that causes excess runoff; (2) the use of a hose to wash a motor vehicle except where the hose is equipped with a shut-off nozzle; (3) the application of potable water to driveways and sidewalks; (4) the use of potable water in nonrecirculating ornamental fountains; and (5) the application of potable water to outdoor landscapes during and within 48 hours after measurable rainfall. The SWRCB resolution also directed urban water suppliers to submit monthly water monitoring reports to the SWRCB.

The Water Conservation Act of 2009 (Senate Bill X7-7)

The Water Conservation Act of 2009, SB X7-7, requires all water suppliers to increase water use efficiency. The legislation sets an overall goal of reducing per capita water use by 20 percent by 2020, with an interim goal of a 10 percent reduction in per capita water use by 2015. Effective in 2016, urban retail water suppliers who do not meet the water conservation requirements established by this bill are not eligible

for state water grants or loans. The SB X7-7 requires that urban water retail suppliers determine baseline water use and set reduction targets according to specified standards, it also requires that agricultural water suppliers prepare plans and implement efficient water management practices.

Water Conservation in Landscaping Act of 2006 (AB 1881)

The Water Conservation in Landscaping Act of 2006 (AB 1881) required the DWR to update the State Model Water Efficient Landscape Ordinance (MWELO) by 2009. The State's model ordinance was issued on October 8, 2009. Under AB 1881, cities and counties are required to adopt a State updated model landscape water conservation ordinance by January 31, 2010, or to adopt a different ordinance that is at least as effective in conserving water as the updated Model Ordinance. It also requires reporting on the implementation and enforcement of local ordinances, with required reports due by December 31, 2015 (DWR 2019).

2015 Update of the State Model Water Efficient Landscape Ordinance (Per Governor's Executive Order B-29-15)

To improve water savings in the landscaping sector, the DWR updated the Model Ordinance in accordance with Executive Order B-29-15. The Model Ordinance promotes efficient landscapes in new developments and retrofitted landscapes. The Executive Order calls for revising the Model Ordinance to increase water efficiency standards for new and retrofitted landscapes through more efficient irrigation systems, greywater usage, and on-site stormwater capture, and by limiting the portion of landscapes that can be covered in turf.

New development projects that include landscape areas of 500 square feet or more are subject to the Ordinance. This applies to residential, commercial, industrial, and institutional projects that require a permit, plan check, or design review. The previous landscape size threshold for new development projects ranged from 2,500 square feet to 5,000 square feet.

Local

City of Ontario Urban Water Management Plan

Ontario is required to prepare an Urban Water Management Plan (UWMP) pursuant to Water Code §10610 through 10656 of the Urban Water Management Planning Act, effective January 1, 1984. The act requires all urban water suppliers to prepare, adopt, and file a UWMP with the California Department of Water Resources every five years. The Ontario 2015 UWMP outlines current water demands, sources, and supply reliability to the City by forecasting water use based on climate, demographics, and land use changes in the City. The plan also provides demand management measures to increase water use efficiency for various land use types and details a water supply contingency plan in case of shortage emergencies.

City of Ontario Landscape Development Guidelines

The City's Landscape Development Guidelines assures that the State's current Model Water Efficient Landscape Ordinance is being implemented in the City. The guidelines include water conservation measures that need to be incorporated into landscape designs, the different elements that need to be

incorporated into preliminary landscape plans, and the required landscape construction documents. Construction documents need to include a water-efficient landscape worksheet, grading design, erosion control measures, and a maintenance schedule.

City of Ontario Municipal Code

The purpose of the Water Conservation Plan, in the Municipal Code under Title 6, Chapter 8A, is to minimize the potential for a water shortage through the practice of water conservation, and to minimize the effect of a shortage of water supplies on the water customers of the City. The chapter adopts provisions that will significantly reduce the inefficient consumption of water, thereby extending the available water resources necessary for domestic, sanitation, and fire protection of the community to the greatest extent possible.

The purpose of Water Services, under Title 6, Chapter 8B, is to describe rules and regulations regarding service connections, payments and fees, and conditions for pressure, as well as emergency response for repairs and regulations.

The purpose of Title 6, Chapter 8C (Ordinance 2689), Recycled Water Use, is to establish procedures, specifications, and limitations for the safe and orderly development and operation of recycled water facilities and systems within the City's service area, and adopt rules and regulations controlling such use.

City of Ontario Policy Plan

The City of Ontario's Policy Plan contains policies and goals addressing water infrastructure. *Table 4.15-3* provides a summary of these goals and policies.

Table 4.15-3: Ontario Policy Plan Goals and Policies Relevant to Water Utilities

Goal/Policy #	Goal/Policy
ER1	A reliable and cost-effective system that permits the City to manage its diverse water resources and needs.
ER1-1	Local Water Supply. We increase local water supplies to reduce our dependence on imported water.
ER1-2	Matching Supply to Use. We match water supply and quality to the appropriate use.
ER1-3	Conservation. We require conservation strategies that reduce water usage.
ER1-4	Supply-Demand Balance. We require that available water supply and demands be balanced.
Source: Ontario 2009.	

4.15.2.3 Thresholds of Significance

According to Appendix G of the State CEQA Guidelines, a project would normally have a significant effect on the environment if the project:

- 1) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.

- 2) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years.

4.15.2.4 Plans, Programs, and Policies

- PPP W-1** The Project's water infrastructure improvements will be designed, constructed, and operated in accordance with the City of Ontario's Water and Sewer Design Development Guidelines.
- PPP W-2** Water conservation measures for the proposed Project will abide by the requirements of the City of Ontario's Municipal Code Title 6, Chapter 8A, Water Conservation Plan, Title 6, Chapter 8B, Water Services, and Title 6, Chapter 8C, Recycled Water Use.
- PPP W-3** The Project will follow the City of Ontario's Landscape Development Guidelines to assure compliance with the State's current Model Water Efficient Landscape Ordinance.

4.15.2.5 Project Impacts and Mitigation

The following impact analysis addresses thresholds of significance for which there are potentially significant impacts.

Impact 4.15-3: *Would the Project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects (water facilities)?*

Level of Significance: Less Than Significant Impact

Specific Plan – Phase I & Future Development Areas

Construction and Operations

The Project site is currently agricultural land use, including dairy operations and field crops. The site is not connected to the City's water supply and utilizes groundwater for irrigation of crops and other agricultural-related uses. The use of this water supply would cease upon implementation of the proposed Project. There are also three potable water wells on site which would be abandoned in accordance with California Department of Water Resources (DWR) standards.

Potable water distribution to the proposed Project would be provided by the City of Ontario. There are no existing water mains near the Project that are within the City's jurisdiction; existing water mains along the west half of Euclid Avenue and the south half of Merrill Avenue are within City of Chino jurisdiction. It would be financially infeasible for residential development to bear the cost of infrastructure improvements required to support a residential development. The Project proposes new off-site potable water mains as specified in the City's Water Master Plan, which has identified water facilities to serve the OR. Note that the off-site facilities described below are part of the City's Water Master Plan, and the Project is paying a fair share for these regional improvements. These improvements are part of the City's Water Master Plan and have already been conditioned upon other projects to construct.

Potable water system improvements for the proposed project require the planning, design, and construction of the 925 Pressure Zone (PZ) Phase 2 West Backbone, which includes: extending the 24-inch potable water main in Eucalyptus Avenue from Archibald Avenue to Grove Avenue; installing a 30-inch potable water main in Grove Avenue connecting from the 24-inch potable water main in Eucalyptus Avenue and extending to Chino Avenue; installing a 42-inch potable water main in Grove Avenue connecting from the 30-inch potable water main in Grove Avenue at Chino Ave and extending to Francis Avenue; installing a 42-inch potable water main in Francis Avenue connecting from the 42-inch potable water main in Grove Avenue and extending to Bon View Avenue; installing a 42-inch potable water main in Bon View Avenue connecting from the 42-inch potable water main in Francis Avenue and extending to Bon View Avenue Reservoir site and to the Reservoir; a 9 million gallon reservoir on the Bon View Reservoir site; and, two 2,500 gallons per minute (gpm) wells with any treatment necessary to meet water quality standards and the 16-inch and 24-inch collection main from the wells to the reservoirs.

In addition to the 925 Pressure Zone (PZ) Phase 2 West Backbone, the Specific Plan area requires the planning, design, and construction of a Secondary Loop between the 925 Pressure Zone (PZ) Phase 2 West Backbone and the Specific Plan area which includes: installing a 16-inch potable water main in Eucalyptus Avenue connecting from the 30-inch potable water main in Grove Avenue and extending to Campus Avenue; installing a 12-inch potable water main in Campus Avenue connecting from the 16-inch potable water main in Eucalyptus Avenue and extending to the 16-inch potable water main in Merrill Avenue; installing a 16-inch potable water main in Merrill Avenue connecting from the 12-inch potable water main in Campus Avenue and extending to the 16-inch potable water main in Walker Avenue; and installing a 16-inch potable water main in Walker Avenue connecting from the 16-inch potable water main in Merrill Avenue and extending to the 24-inch potable water main in Eucalyptus Avenue; installing a 12-inch potable water main in Grove Avenue connecting to the 24-inch potable water main in Eucalyptus Avenue and extending to connect to the 16-inch potable water main in Merrill Avenue; and installing a 12-inch potable water main in Bon View Avenue connecting to the 16-inch potable water main in Eucalyptus Avenue and extending to connect to the 16-inch potable water main in Merrill Avenue. The Specific Plan area also requires the planning, design, and construction of the Adjacent Potable Water System, which includes: installing a 12-inch potable water main in Sultana Avenue connecting to the 16-inch potable water main in Eucalyptus Avenue and extending to connect to the 16-inch potable water main in Merrill Avenue.

Until the ultimate pipeline network for South Ontario Logistics Center has been completed, there may be instances where construction of improvements to serve a project may not meet the required fire flow demands. Therefore, development within the Specific Plan area may be required to construct additional pipelines not indicated in the City's Water Master Plan or upsize master planned pipelines to meet Fire Department fire flow requirements and/or Water Master Plan criteria. All lines would be installed per City master plans, located in road rights-of-way that are already improved, and/or already addressed in prior CEQA documents as noted in Section 3, Project Description. The developer will submit a hydraulic analysis to the City for review and approval to demonstrate adequate fire flow and adherence to the City's Water Master Plan criteria.

Although off-site construction of the water lines would be necessary for operation of the proposed Project, these facilities have been planned by the City in its Water Master Plan, and no extensions or capacity expansions beyond the planned system would be required. Furthermore, any off-site construction of potable water infrastructure would be implemented in accordance with the City's Water and Sewer Design Development Guidelines and the standards and specifications of the Municipal Code. Off-site water mains required to serve the Project will need to be constructed prior to or concurrent with on-site water improvements. Within the project site, a network of 2-inch water lines for domestic water service and 8- to 10-inch water lines for fire service water will be installed. The on-site water system includes connections to the water main in Eucalyptus Avenue to serve PA-1 and to the main in Merrill Avenue to serve PA-2. On-site construction of the proposed infrastructure would be constructed in compliance with City's Water and Sewer Design Development Guidelines and the Municipal Code. The necessary installation of on-site water lines is included as part of the proposed Project and would not result in any physical environmental effects beyond those identified in other sections of this EIR.

There are currently no existing City recycled water mains or City recycled water infrastructure in the vicinity of the Project site and the proposed Project would require the construction of both on- and off-site recycle water mains to serve the site, consistent with the City's Recycled Water Master Plan. Recycled water infrastructure improvements for the Project require the planning, design, and construction of the 930 PZ Recycled Water Master Plan mains. The Specific Plan area requires the planning, design, and construction of new recycled water system lines which would be installed as follows: installing a 12-inch recycled water main in Eucalyptus Avenue connecting to the 8-inch recycled water main in Grove Avenue and extending to connect to the IEUA 30-inch recycled water main in Bon View Avenue; installing an 8-inch recycled water main in Bon View Avenue connecting to the 12-inch recycled water main in Eucalyptus Avenue and extending to connect to the 8-inch recycled water main in Merrill Avenue; installing an 8-inch recycled water main in Merrill Avenue connecting to the 8-inch recycled water main in Bon View Avenue and extending to connect to the 8-inch recycled water main in Grove Avenue; installing an 8-inch recycled water main in Grove Avenue connecting to the 8-inch recycled water main in Merrill Avenue and extending to connect to the 12-inch recycled water main in Eucalyptus Avenue and installing an 8-inch recycled water main in Merrill Avenue connecting to the 8-inch recycled water main in Bon View Avenue and extending to Campus Avenue. If a recycled water pipeline point of connection exists at the intersection of Merrill Avenue and Sultana Avenue at the time of entitlement, the 8-inch recycled water main may need be installed in Merrill Avenue connecting to the 8-inch recycled water main in Campus Avenue and extended to Sultana Avenue.

All lines would be installed per City master plans, located in road rights-of-way that are already improved, and/or already addressed in prior CEQA documents as noted in Section 3, Project Description. Therefore, the proposed Project would not result in the construction of new water facilities or expansion of existing facilities, the construction of which could cause significant environmental effects, and impacts would be less than significant.

SB330 Replacement Site

Construction and Operations

The proposed slight increase in residential density would have an overall nominal effect on projected water demands for the overall Project, as discussed further in Impact 4.15-4 below. The Project is not proposing any specific development in the SB330 Replacement Site. The area is already planned for water and recycled water infrastructure, and the slight increase in density is not anticipated to result in new or substantially more severe environmental impacts than evaluated in the City’s TOP EIR and that would occur under current zoning densities. Any future development in this area would be evaluated as part of the City’s standard discretionary review process, including consistency with the City’s TOP and municipal code, as well as consistency with the UWMP and Water and Recycled Water Master Plans.

Conclusion

Both the Project and the SB330 Replacement Site would not result in the construction of new water facilities or expansion of existing facilities, the construction of which could cause significant environmental effects, and impacts would be less than significant.

Mitigation Measures

No mitigation is required.

Impact 4.15-4: *Would the Project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?*

Level of Significance: Less Than Significant Impact

Specific Plan – Phase I and Future Development Areas

Construction and Operations

Water Demand

Water use for the proposed Project was calculated using domestic water demand rates and recycled water irrigation demand rates as specified in the UWMP. Table 4.15-4 shows the total water demand estimate for the proposed development.

Table 4.15-4: Water Demand Estimate for the Proposed Project

Land Use	Acres	Domestic Water Demand Rate (gpd/ac) a	Total Domestic Water Usage (gal/day)	Recycled Water Demand Rate (gpd/ac) b	Total Recycled Water Usage (gal/day)
Domestic Water					
Phase 1					
PA 1: Business Park	23.0	1,800	41,400	1,340	30,820
PA 2: Industrial	107.34	1,400	150,276	890	95,533
Phase 2					
PA 3: Business Park	18.14	1,800	32,652	1,340	24,308
PA 4: Industrial	56.3	1,400	78,820	890	50,107

Land Use	Acres	Domestic Water Demand Rate (gpd/ac) a	Total Domestic Water Usage (gal/day)	Recycled Water Demand Rate (gpd/ac) b	Total Recycled Water Usage (gal/day)
PA 5: Industrial	17.4	1,400	24,360	890	15,486
Total	222.18	-	327,508	-	216,253

Source: City of Ontario 2015 UWMP, 2016.
a Table 2 of the Ultimate Citywide Water Demand Estimate Technical Memorandum (Appendix B of the UWMP) was used to establish the domestic water demand rate. The "Industrial (w/ RW)" rate and "Business Park (w/ RW)" rates were chosen.
b Table 4 of the Ultimate Citywide Water Demand Estimate Technical Memorandum (Appendix B of the UWMP) was used to establish the recycled water demand rate. The "Industrial" rate of 1 AFY/ac, "Business Park" rate of 1.5 AFY/ac, and "Right-of-Way" rate of 1.5 AFY/ac were chosen.
gpd/ac = Gallons per day per acre NA = Not Applicable

As shown in Table 4, the total domestic water demand within the South Ontario Logistics Center Specific Plan area is estimated to be 327,508 gal/day (366.9 AFY). The total recycled water demand is estimated to be 216,253 gal/day (242.2 AFY). The total water demand would be 543,761 gal/day or 609.1 AFY.

The 2015 UWMP projected water demands are based on future land uses as specified in the City’s latest 2010 General Plan. The proposed General Plan Amendment (GPA) would amend the City’s General Plan Land Use Map by changing the existing land use designations of the Project site from Low Medium Density Residential and “Business Park” to “General Industrial” and “Business Park” in different areas, to facilitate development of the Project site. Pursuant to SB330, an additional GPA will be processed concurrently to increase density elsewhere in the City to achieve no net loss of unit capacity. Based on the projected future land use for the Project site in the UWMP, the water demand for a medium density residential development was estimated, as shown in *Table 4.15-5, Water Demand Estimate for the Project Site Based on Projected Future Land Use in 2015 UWMP*. In order to evaluate water supply reliability, California statutes require the consideration of water supplies and demands in three types of water conditions: normal, single dry, and multiple dry water years¹. The 2015 UWMP indicates that the City is capable of meeting the water demands of its customers in normal, single dry, and multiple dry years between 2020 and 2040.

Table 4.15-5: Water Demand Estimate for the Project Site Based on Projected Future Land Use in 2015 UWMP

Land Use	Acres	Domestic Water Demand Rate ^a (gpd/ac)	Total Domestic Water Usage (gal/day)	Recycled Water Demand Rate ^b (gpd/ac)	Total Recycled Water Usage (gal/day)
Business Park	63.14	1,800	113,652	1,340	84,608
Low Medium Density Residential	158.89	3,960	629,204	625	99,306
Total	222.03	-	742,856	-	183,914

Comparing Project water demand in Table 4.15-4 with water demand assumed in the 2015 UWMP as shown in Table 4.15-5 shows that the total domestic water demand within the site area will decrease, compared to planned land use as depicted in the 2015 UWMP. Water usage per the 2015 UWMP is estimated to be 742,856 gal/day (832.1 AFY). The total recycled water demand is estimated to be 183,914 gal/day (206.0 AFY). Therefore, the total water demand per the 2015 UWMP would be 926,770 gal/day

¹ Department of Water Resources, 2005. California Water Plan, Bulletin 160-05, Volume III (“Each district has different assumptions and policies that guide their planning”).

or 1,038 AFY, compared to a total water demand of the Project (shown in Table 4.15-4) of 543,761 gal/day or 609.1 AFY.

Therefore, implementation of the proposed project will not obstruct the City’s ability to meet water demands of its customers in normal, single dry, and multiple dry years, because the Project will not use any additional water that was not accounted for.

SB330 Replacement Site

Construction and Operations

In addition to evaluating changes in water demand for the Project site in comparison to the 2015 UWMP (Tables 4.15-4 and 4.15-5 above), this WSA also evaluates a related aspect of the Project, the change in water demand associated with increasing residential density within the Grove Avenue Corridor SB330 Replacement Site study area. Per SB330, in order for the City to approve the Specific Plan, the City must also rezone an area in the City to offset the loss in residentially zoned land. The City has determined that the Project would displace 1,352 DU of residential capacity as part of the Project approval. As stated previously, the City has evaluated the Project and has determined that it would result in the “loss” of approximately 1,352 low to moderate density housing units (due to the proposed rezoning and associated General Plan Amendment and Zone Change). Therefore, as part of the Project, the City will be required to rezone a separate area in the City with higher density, to ensure that there is no net loss in allowable housing density due to the Project. Therefore, the City has identified an additional density of 1,352 DU within the Grove Avenue Corridor, with an assumed average density of Medium Density Residential. As shown in Table 4.15-6, *Water Demand Estimate for the Proposed Development of the SB330 Site*, the additional daily water usage will be a net increase of 398,840 gal/day.

Table 4.15-6: Water Demand Estimate for the Proposed Development of the SB330 Site

Land Use	Units (du)	Domestic Water Demand Rate (gpd/du)	Domestic Water Usage (gal/day)	Recycled Water Demand Rate (gpd/du)	Total Recycled Water Usage (gal/day)	Total Water Usage (gal/day)
Medium Density	1,352	268	362,336	27	36,504	398,840

Table 4.15-7: Water Demand Summary

Land Use	Total Domestic Water Usage (gal/day)	Total Recycled Water Usage (gal/day)	Total Water Usage (gal/day)
Projected in 2015 UWMP			
Project Site	742,856	183,914	926,770
SB330 Site	-	-	-
Subtotal	742,856	183,914	926,770
Proposed Project			
Project Site	327,508	216,253	543,761
SB330 Site	362,336	36,504	398,840
Subtotal	689,844	252,757	942,601
Net Difference			
(gal/day)	-53,012	68,843	15,831
(%)	-7.1%	37.4%	1.7%

As shown in Table 4.15-7 above, the implementation of the Project, and the rezoning of lower-density land for the SB330 Replacement Site for the Project, will result in a slight decrease in domestic water demand, an increase in recycled water demand, and an overall slight increase in total water demand (of 1.7%, or 15,831 gallons/day), compared to the 2015 UWMP. Therefore, implementation of the Project would result in a nominal increase in water demand and will not obstruct the City's ability to meet water demands.

Conclusion

According to the City's UWMP, the City has adequate supplies to serve 100 percent of its customers during normal, dry year, and multiple dry year demand through 2040 accounting for projected population increases and corresponding increases in water demand. Projected water demand for the proposed Project was included in the UWMP 2015 projections and was based on the 2010 General Plan land use designations. The 2010 General Plan land use designations for the Project site were general industrial and business park land uses. The proposed Project would consist of up to 5,412,591 square feet of industrial/warehouse and ancillary office space. The projected water demand for the proposed Project is slightly increased to the water demand for the land use that was accounted for in the 2015 UWMP. Therefore, implementation of the proposed Project would result in a nominal increase in water demands and will not obstruct the City's ability to meet water demands of its customers in normal, single-dry, and multiple-dry years.

The City will have sufficient water supplies available during normal, single dry, and multiple dry years through the year 2040 to meet all projected water demands associated with its existing and future customers, including the proposed Project. In the unlikely event of a water shortage, implementation of the City's Water Conservation Plan and water efficiency strategies would ensure that sufficient water supplies were available to serve its customers, including the Project and existing and future users.

Proposed Water Conservation Strategies

Landscaping within the South Ontario Logistics Center Specific Plan area will be implemented in line with the City of Ontario's Landscape Development Guidelines. The guidelines include water conservation measures that need to be incorporated into landscape designs, the different elements that need to be incorporated into preliminary landscape plans, and the required landscape construction documents. Construction documents need to include a water efficient landscape worksheet, grading design, erosion control measures, and a maintenance schedule. Furthermore, the South Ontario Logistics Center Specific Plan includes key provisions for landscaping plans within the Project area which include:

- Selecting drought-tolerant plants such as colorful shrubs and groundcovers, ornamental grasses and succulents, evergreen and deciduous trees, and species native to Southern California or naturalized to the arid Southern California climate.
- Incorporating water conservation features in landscape and irrigation plans.

In addition to the City having adequate water supply to service the proposed Project, these water conservation measures would decrease water demand and impacts would be less than significant.

Mitigation Measures

No mitigation is required.

4.15.2.6 Significant Unavoidable Impacts

There are no unavoidable significant impacts with respect to water supply.

4.15.2.7 Cumulative Impacts

The area considered for cumulative water supply impacts is the City of Ontario. Other projects in the service area would increase water demands. The City forecasts that it will have sufficient water supplies in its service area over the 2020 to 2040 period (see “Water Demand” under Impact 4.15-3). Other projects of certain sizes and types would be required to have water supply assessments prepared to show reliability of water supplies for the project, considering normal, single dry, and multiple dry years over a 20-year horizon. Cumulative impacts would be less than significant, and project impacts would not be cumulatively considerable.

4.15.3 Storm Water Drainage System

4.15.3.1 Environmental Setting

Refer to Section 4.8, Hydrology and Water Quality for a discussion of the existing setting with respect to storm water drainage.

4.15.3.2 Regulatory Setting

Refer to Section 4.8, Hydrology and Water Quality for a discussion of the regulatory setting with respect to storm water drainage.

4.15.3.3 Thresholds of Significance

According to Appendix G of the State CEQA Guidelines, a project would normally have a significant effect on the environment if the project:

Impact 4.15-5: Would the Project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects (storm water facilities)?

Level of Significance: Less Than Significant Impact.

4.15.3.4 Plans, Programs, and Policies

Refer to Section 4.8, Hydrology and Water Quality with respect to PPPs that are applicable to storm water drainage.

4.15.3.5 Project Impacts and Mitigation

The following impact analysis addresses thresholds of significance for which there are potentially significant impacts.

Impact 4.15-6: *Would the Project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects (storm water drainage)?*

Level of Significance: Less Than Significant Impact

Specific Plan – Phase I/ Future Development Areas

Construction and Operations

As detailed under Impact 4.8-2 of Section 4.8, Hydrology and Water Quality, the proposed Project would not adversely impact existing and planned stormwater drainage facilities.

SB330 Replacement Site

Construction and Operations

As detailed under Impact 4.8-2 of Section 4.8, Hydrology and Water Quality, the SB330 Replacement Site would not adversely impact existing and planned stormwater drainage facilities.

Conclusion

Neither the Specific Plan site nor the SB330 Replacement Site will require construction of additional storm water infrastructure beyond what is already planned for in the City's regional drainage master planning. Impacts are less than significant.

Mitigation Measures

No mitigation is required.

4.15.3.6 Significant Unavoidable Impacts

There are no unavoidable significant impacts with respect to construction or expansion of storm water drainage facilities.

4.15.3.7 Cumulative Impacts

Cumulative projects in the Santa Ana River basin hydrologic units could increase impervious areas and thus increase local runoff rates at those project sites. However, other projects in the region would be required to capture and infiltrate runoff, and many other projects in the region would be required to limit post-development runoff discharges to no greater than pre-development runoff rates, in accordance with the NPDES MS4 permit. Thus, no significant cumulative drainage impact would occur, and project drainage impacts would not be cumulatively considerable.

4.15.4 Solid Waste

4.15.4.1 Environmental Setting

Solid Waste Collection

The City of Ontario collects solid waste from residential, commercial, and industrial facilities. Customers are provided with a refuse container, a commingled recycling container, and a green waste container. City waste trucks collect recycling, green waste, and trash. Each truck contains one type of material, which is then recycled/disposed of appropriately. Computers, televisions, and other electronic waste are recycled free of charge at Ontario's Household Hazardous Waste Facility located at 1430 S. Cucamonga Avenue.

Currently, the project site is served primarily by the Badlands Sanitary and El Sobrante Landfills but may also be served by the Mid-Valley Sanitary Landfill, Olinda Alpha Landfill, and Simi Valley Landfill and Recycling Center. Badlands landfill is owned and operated by the Riverside County Department of Waste Resources, and the El Sobrante Landfill is owned and operated by USA Waste of California, a subsidiary of Waste Management, Inc.

According to 2019 data (most recent data available) from the California Department of Resources Recycling and Recovery (CalRecycle), 97 percent of solid waste collected from the City was taken to the Badlands and El Sobrante landfills. These facilities are described in *Table 4.15-8, Landfills Serving Ontario*.

Table 4.15-8: Landfills Serving Ontario

Landfill	Remaining Capacity (million cubic yards)	Max Permitted Capacity (million cubic yards)	Max Permitted Throughput (tons per day)	Average Daily Disposal (2017) ¹ (tons)	Estimated Closing Date
Badlands Sanitary Landfill 31125 Ironwood Avenue Moreno Valley, CA 92555	15.7	34.4	4,800	2,139	1/1/2022
El Sobrante Landfill 10910 Dawson Canyon Road Corona, CA 91719	144	209.9	16,054	10,855	1/1/2051
Total	159.7	244.3	20,854	12,994	-

Sources: CalRecycle 2017b, 2017c, 2017d.

¹ Average daily disposal is estimated based on 300 operating days per year. Each facility is open six days per week, Monday through Saturday, except certain holidays.

Collectively, Badlands and El Sobrante landfills have a remaining disposal capacity of approximately 160 million cubic yards. The El Sobrante landfill has a disposal capacity beyond the 15-year horizon, as required by AB 939.

Compliance with AB 939 is measured in part by actual disposal rates compared to target rates for residents and employees, respectively; actual disposal rates at or below target rates are consistent with AB 939. Target disposal rates for Ontario are 9.9 pounds per day (ppd) per resident and 16.4 ppd per employee. Actual disposal rates in 2019 were 8.9 ppd per resident and 12.7 ppd per employee. Thus, solid waste diversion in Ontario is consistent with AB 939. Thus, solid waste diversion in Ontario is consistent with AB 939.

4.15.4.2 Regulatory Setting

Federal

Resource Conservation and Recovery Act of 1976

The Resource Conservation and Recovery Act of 1976 (Title 40 of the Code of Federal Regulations), Part 258, contains regulations for municipal solid waste landfills and requires states to implement their own permitting programs incorporating the federal landfill criteria. The federal regulations address the location, operation, design (liners, leachate collection, run-off control, etc.), groundwater monitoring, and closure of landfills.

State

California Green Building Standards Code

Section 5.408 (Construction Waste Reduction, Disposal, and Recycling) of the California Green Building Standards Code (CALGreen; Title 24, California Code of Regulations, Part 11) requires that at least 65 percent of the nonhazardous construction and demolition waste from nonresidential construction operations be recycled and/or salvaged for reuse. CALGreen is updated on a three-year cycle; the 2016 CALGreen took effect on January 1, 2017.

Assembly Bill 341

Assembly Bill 341 (Chapter 476) increased the statewide solid waste diversion goal to 75 percent by 2020. The law, passed in 2011, mandates recycling for businesses producing four or more cubic yards of solid waste per week. This commercial recycling law took effect July 1, 2012. Under the law, Ontario businesses must separate recyclables from trash and then either subscribe to City of Ontario recycling services, self-haul their recyclables, or contract with a permitted private recycler.

The City of Ontario is required to provide a number of programs to meet the requirements of AB 341. They include a public outreach program to inform Ontario businesses about the mandate, monitoring the progress of each business, notifying them if they are not in compliance, and reporting to the State (Ontario 2019).

Assembly Bill 939

Assembly Bill (AB) 939 (California Integrated Solid Waste Management Act of 1989; Public Resources Code 40050 et seq.) established an integrated waste-management system that focused on source reduction, recycling, composting, and land disposal of waste. AB 939 required every California city and county to divert 50 percent of its waste from landfills by the year 2000. Compliance with AB 939 is measured in part by comparing solid waste disposal rates for a jurisdiction with target disposal rates; actual rates at or below target rates are consistent with AB 939. AB 939 also requires California counties to show 15 years of disposal capacity for all jurisdictions in the county or show a plan to transform or divert its waste.

AB 1327

The California Solid Waste Reuse and Recycling Access Act (AB 1327, Public Resources Code §§42900 et seq.) requires areas to be set aside for collecting and loading recyclable materials in development projects. The act required the California Integrated Waste Management Board to develop a model ordinance for adoption by any local agency requiring adequate areas for collection and loading of recyclable materials as part of development projects. Local agencies are required to adopt the model or an ordinance of their own.

AB 1826

In October of 2014 Governor Brown signed AB 1826 requiring businesses to recycle their organic waste on and after April 1, 2016, depending on the amount of waste they generate per week. This law also requires that on and after January 1, 2016, local jurisdictions across the state implement an organic waste recycling program to divert organic waste generated by businesses and multifamily residential dwellings that consist of five or more units. Organic waste means food waste, green waste, landscape and pruning waste, nonhazardous wood waste, and food-soiled paper waste that is mixed in with food waste.

Local

County of San Bernardino Integrated Waste Management Plan

The preparation of the Countywide Integrated Waste Management Plan (CIWMP) is one of the requirements of the Integrated Waste Management Act. The CIWMP consists of 4 elements and a Summary Plan. Each jurisdiction (Cities and the County) prepared the first 3 elements:

- Source Reduction and Recycling Element: which analyzed the local waste stream to determine where to focus diversion efforts, and developed diversion programs and funding;
- Household Hazardous Waste Element: which provides a framework for recycling, treatment, and disposal practices
- Non-disposal Facility Element: which lists planned and existing facilities such as material recovery facilities and composting facilities that recover waste from the waste stream.

The County prepared the Countywide Siting Element which demonstrates that there are at least 15 years of remaining disposal capacity to serve all the jurisdictions within the County. The Countywide Summary Plan, the final element of the CIWMP, contains goals and policies as well as a summary of integrated waste management issues faced by the County. It summarizes waste management programs and the steps needed to cooperatively implement programs among the County's jurisdictions to continue to meet the statewide diversion mandates. The Summary Plan is to be updated every 5 years along with any other affected elements of the CIWMP (San Bernardino 2018).

City of Ontario Refuse and Recycling Planning Manual

The Integrated Waste Department's Refuse & Recycling Planning Manual assists developers in meeting the City of Ontario's requirements on refuse and recycling storage and access for service, as well as addressing the City's recycling goals.

City of Ontario Municipal Code

Chapter 3, Integrated Waste Management, of the Municipal Code sets forth uniform requirements and regulations for the direct and indirect users of the refuse and recycling collection services of the City. It also allows for the City to comply with all applicable state and federal laws, including, but not limited to, The Integrated Waste Management Act of 1989, California Code Title 14 Division 7 and any subsequent amendments to each.

City of Ontario Policy Plan

The City of Ontario’s Policy Plan contains policies and goals addressing solid waste. *Table 4.15-9*, provides a summary of these goals and policies.

Table 4.15-9: Ontario Policy Plan = Goals and Policies Relevant to Water Utilities

Goal/Policy #	Goal/Policy
ER2	A cost effective, integrated waste management system that meets or exceeds state and federal recycling and waste diversion mandates.
ER2-1	Waste Diversion. We shall meet or exceed AB 939 requirements.
ER2-2	Hazardous and Electronic Wastes. We prohibit the disposal of hazardous and electronic waste into the municipal waste stream pursuant to state law.
ER2-3	Purchase Products Made from Recycled Materials. We purchase recycled-content products where it is cost effective.
Source: Ontario 2009.	

4.15.4.3 Thresholds of Significance

According to Appendix G of the State CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

- Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.
- Not comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

4.15.4.4 Plans, Programs, and Policies

PPP SW-1 The project shall comply with § 4.408 of the 2016 California Green Building Code Standards, which requires new development projects to submit and implement a construction waste management plan in order to reduce the amount of construction waste transported to landfills. Prior to the issuance of building permits, the City of Ontario shall confirm that a sufficient plan has been submitted, and prior to final building inspections, the City of Ontario shall review and verify the contractor’s documentation that confirms the volumes and types of wastes that were diverted from landfill disposal, in accordance with the approved construction waste management plan.

PPP SW-2 The project will store and collect recyclable materials in compliance with AB 341.

PPP SW-3 The project will abide by the requirements of County of San Bernardino Integrated Waste Management Plan and Chapter 3, Integrated Waste Management, of the City's Municipal Code.

PPP SW-4 The project will abide by the requirements of the City of Ontario's Refuse and Recycling Planning Manual.

4.15.4.5 Project Impacts and Mitigation

The following impact analysis addresses thresholds of significance for which there are potentially significant impacts.

Impact 4.15-7: *Would the Project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?*

Level of Significance: Less Than Significant Impact.

Would the Project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Level of Significance: Less Than Significant Impact.

Specific Plan – Phase 1 and Future Development Areas

Construction and Operations

Prior to construction of the proposed Project, on-site structures would need to be demolished and debris moved off-site to appropriate landfills. The Project site currently contains an operational dairy farm and is improved with several residential structures, dairy barns, storage structure, feed storage barns, and numerous livestock corrals. The Project site does not currently contain an existing storm drain or sewer facility, but there are large existing retention ponds that collect the surface and agricultural waste accumulations from the dairy farming practices. The Project site is currently served with three potable water wells as well as two above ground fuel storage tanks and various mechanical systems for dairy production practices. The remainder of the Project site is used as irrigated cropland with berms located along the site perimeter. Using aerial imagery of the site and the application of geological information systems, it was determined that approximately 1,571 tons of demolition debris will result from this Project².

The demolition of the existing structures may cause a strain on existing landfill capacities if waste exceeds the daily permitted capacity for the landfills serving the City. Collectively, the two primary landfills have a daily permitted capacity of 20,854 tons per day (tpd), and an average daily disposal of 12,994 tpd, as reported in 2019. Therefore, the two landfills have a residual capacity of 7,860 tpd. The 1,517 tons of demolition waste that would be disposed of in landfills would occur over a period of approximately two and a half months and would not exceed the daily residual capacity of the landfills.

² Demolition debris calculations are based on structures for the proposed Project. Using Air Quality/ Greenhouse Gas modeling, the number of tons for debris was generated using aerial imagery and geographical information systems and drew polygons around all permanent structures to get an estimate of the area.

Buildout of the proposed project is estimated to generate 24,363 ppd of solid waste, as shown in *Table 4.15-10*.

Table 4.15-10: Estimated Solid Waste Generation

Land Use	Buildout (SF)	Solid Waste Generation Rate (ppd)	Solid Waste Generation (ppd)
Industrial Park	1,577,153 SF	1.42 per 100SF	22,396
Business Park	327,874 SF	6 per 1,000 SF	1,967
Total			24,363
Source: CalRecycle 2017e. Notes: SF = square feet; ppd = pounds per day			

As detailed in *Table 4.15-8*, the two landfills serving Ontario have capacity residual capacity of 7,860 tpd. The estimated 24,363 ppd or 12.18 tpd generated by the proposed project would be adequately served by the Badlands Sanitary or El Sobrante landfills.

Overall, sufficient landfill capacity is available in the region for the estimated solid waste generated by the proposed project during operations, and project development would not require an expansion of landfill capacity. Impacts would be less than significant for the operational phase.

Regulatory Compliance

Additionally, Assembly Bill 341 requires all businesses in California that generate four cubic yards or more of waste per week to implement one of the following actions in order to reuse, recycle, compost, or otherwise divert commercial solid waste from disposal:

- Source separate recyclable and/or compostable material from solid waste and donate or self-haul the material to recycling facilities.
- Subscribe to a recycling service with their waste hauler in the service area.
- Provide recycling service to their tenants (if commercial or multifamily complex).
- Demonstrate compliance with the requirements of California Code of Regulations Title 14.

Furthermore, the proposed Project would implement the requirements of the City’s Integrated Waste Department’s Refuse & Recycling Planning Manual on refuse and recycling storage and access for service, as well as addressing the City’s recycling goals. The requirements of Chapter 3, Integrated Waste Management, of the Municipal Code will also be implemented to ensure that the proposed project complies with all applicable state and federal laws, including, but not limited to, The Integrated Waste Management Act of 1989. A construction waste management plan would be submitted and implemented in compliance with § 4.408 of the 2016 California Green Building Code Standards.

SB330 Replacement Site

The proposed slight increase in residential density would generate additional solid waste than currently anticipated for this area based on current zoning. However, the increase would be nominal relative to the total volume generated in the City, and any future residential development would be required to comply with the City’s standard discretionary review process, including compliance with all applicable state and

federal laws, including, but not limited to the City's municipal code and Integrated Waste Department's Refuse & Recycling Planning Manual. Impacts would be less than significant.

Conclusion

Through application and accordance of the City's goals, policies, and standards and adherence to all state, federal, and local laws and regulations, the impacts for both the Project site and S330 Replacement Site will remain less than significant.

Mitigation Measures

No mitigation is required.

4.15.4.6 Significant Unavoidable Impacts

There are no unavoidable significant impacts with respect to solid waste.

4.15.4.7 Cumulative Impacts

The area considered for cumulative impacts is the area serviced by the Badlands and the El Sobrante landfills. Collectively, Badlands and El Sobrante landfills have a remaining disposal capacity of approximately 160 million cubic yards and El Sobrante landfill has a disposal capacity beyond the 15-year horizon, as required by AB 939. Thus, there is sufficient landfill capacity in the region for the cumulative increase in solid waste disposal. Cumulative impacts would be less than significant, and project impacts would not be cumulatively considerable.

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5.0 ALTERNATIVES TO THE PROPOSED PROJECT

5.1 INTRODUCTION

5.1.1 Purpose and Scope

The California Environmental Quality Act (CEQA) requires that an environmental impact report (EIR) include a discussion of reasonable project alternatives that would “feasibly attain most of the basic objectives of the project, but would avoid or substantially lessen any significant effects of the project, and evaluate the comparative merits of the alternatives” (State CEQA Guidelines §15126.6[a]). As required by CEQA, this section identifies and evaluates potential alternatives to the Project.

Section 15126.6 of the State CEQA Guidelines explains the foundation and legal requirements for the alternative’s analysis in an EIR. Key provisions are:

- [T]he discussion of alternatives shall focus on alternatives to the Project or its location which are capable of avoiding or substantially lessening any significant effects of the Project, even if these alternatives would impede to some degree the attainment of the Project objectives or would be more costly.” (§15126.6[b])
- “The specific alternative of ‘no project’ shall also be evaluated along with its impact.” (§15126.6[e][1])
- “The no project analysis shall discuss the existing conditions at the time the notice of preparation is published, or if no notice of preparation is published, at the time environmental analysis is commenced, as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services. If the environmentally superior alternative is the ‘no project’ alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives.” (§15126.6[e][2])
- “The range of alternatives required in an EIR is governed by a ‘rule of reason’ that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project.” (§15126.6[f])
- “Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries..., and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (or the site is already owned by the proponent)” (§15126.6[f][1]).
- “Only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR.” (§15126.6[f][2][A])
- “An EIR need not consider an alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative.” (§15126.6[f][3])

For each development alternative, this analysis:

- Describes the alternative.
- Analyzes the impact of the alternative as compared to the Project.
- Identifies the impacts of the Project that would be avoided or lessened by the alternative.
- Assesses whether the alternative would meet most of the basic Project objectives.
- Evaluates the comparative merits of the alternative and the Project.

According to Section 15126.6(d) of the State CEQA Guidelines, “[i]f an alternative would cause...significant effects in addition to those that would be caused by the project as proposed, the significant effects of the alternative shall be discussed, but in less detail than the significant effects of the project as proposed.”

5.1.2 Project Objectives

As described in *Section 3.0, Project Description*, the following objectives have been established for the Project and would aid decision-makers in their review of the Project, the Project alternatives and associated environmental impacts.

- **Objective 1:** Create a professional, well-maintained and attractive environment for the development of a multi-purpose business park, industrial, and warehousing/office complex.
- **Objective 2:** Provide the entitlements and framework for the development of approximately 5.4 million square feet (sf) of business park and industrial general.
- **Objective 3:** Provide employment opportunities for community residents.
- **Objective 4:** Facilitate the construction of utilities, roads, and other major infrastructure investments that will be sufficiently sized to adequately serve the Specific Plan area.
- **Objective 5:** Expand the City’s industrial uses in proximity to local airports and regional transportation networks.
- **Objective 6:** Create an economic engine to drive future growth in the Project area, spur infrastructure improvements in the area, and implement the Specific Plan vision.

5.1.3 Ability to Mitigate or Avoid the Project’s Significant Impacts

Section 15126.6(b) of the State CEQA Guidelines states that “Because an EIR must identify ways to mitigate or avoid the significant effects that a project may have on the environment (PRC §21002.1), the discussion of alternatives shall focus on alternatives to a project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly.”

The Project has been designed to avoid or minimize potentially significant impacts, as noted throughout the Draft EIR, including the various Project Design Features. In particular, site design was modified to avoid sensitive resources, and EIR mitigation measures were developed in consultation with other agencies and stakeholders to further reduce or avoid potentially significant environmental impacts. However, for several environmental issue areas, even with Project Design Features and EIR mitigation measures,

significant impacts would still occur with Project construction and operation. These are referred to as “unavoidable significant impacts,” as noted in each respective EIR section, and also listed below.

Agriculture

- Cumulative Farmland Impacts (Impact 4.1-1). The City of Ontario’s future development emphasizes mixed-use, commercial, industrial, and residential projects rather than supporting the continuation of agricultural uses, which are becoming less economically viable. With the exception of the no-project alternative, there are no feasible mitigation measures or alternatives to reduce impacts on Important Farmland or the conversion of agricultural land to non-agricultural uses, and thus impacts would be significant and unavoidable.
- Conflict with Agricultural Zoning (Impact 4.1-2). Through the construction of this Project, it will remove the agricultural land, converting it for Business Park and Industrial General uses. Since the Project has active Williamson Act contracts, implementation of the Project would conflict with these contracts and cause a significant impact unless the contracts are canceled prior to development. Impacts would be significant and unavoidable, despite implementation of MM AG-1 or consideration of any alternatives.
- Conversion in Farmland to Non-Agricultural Use (Impact 4.1-5). Although the Project would result in the conversion of agricultural land to other uses, it is consistent with those previously identified policies in TOP. Despite consideration of alternatives, impact is significant, unavoidable, and unmitigable.

Air Quality

- AQMP Consistency (Impact 4.2-1). Implementation of the Project would result in air pollutant emissions that exceed SCAQMD’s operational emission thresholds following completion of Phase 1 and at Project Buildout. Although Mitigation Measures AQ-1 through AQ-5 would reduce project emissions by the greatest feasible amount, Project emissions levels would remain significant and would contribute to the nonattainment designations in the SoCAB in most alternatives, except for the no-project alternative. Therefore, the Project would be inconsistent with the AQMP, resulting in a significant and unavoidable impacts, despite the implementation of mitigation.
- Project-Related Operational Emissions (Impact 4.2-2). Despite implementation of mitigation measures, operation related Project emissions would remain significant and would potentially contribute to the O3, NO2, PM10, and PM2.5 nonattainment designations in most alternatives, resulting in a significant and unavoidable impact, except for the no-project alternative.
- Cumulative Emissions. As stated above, operational activities will create a significant and unavoidable impact in all alternatives due to exceedances of SCAQMD thresholds for VOC, NOX, PM10 and PM2.5. Implementation of MM AQ-1 through MM AQ-5 will reduce impacts; however, a significant and unavoidable impact will remain.

Greenhouse Gas Emissions

- Project-Related GHG Emissions (Impact 4.6-1). Despite implementation of MM GHG-1, the Project's GHG emissions would remain above SCAQMD thresholds in all alternatives, resulting in a significant and unavoidable impact.
- GHG Plan Consistency (Impact 4.6-2). Despite implementation of MM AQ-2 through MM AQ-5 and MM GHG-1, the Project's GHG emissions would potentially conflict with the City's ability to meet the emissions reductions targets in all alternatives, resulting in a significant and unavoidable impact.
- Cumulative GHG Emissions. Despite implementation of MM GHG-1, Project emissions would potentially conflict with the City's emission standards and other statewide plans for reducing GHG emissions. Therefore, the Project's contribution of GHG emissions would be cumulatively considerable, and result in significant and unavoidable impacts.

Transportation

- Conflict with CEQA Guidelines (Impact 4.13-2). The Project was found to exceed the City's adopted VMT threshold by 6.77%. Despite the implementation of VMT reduction strategies, the Project's transportation impact based on VMT would be considered significant and unavoidable in all alternatives.

5.2 ALTERNATIVES CONSIDERED BUT REJECTED DURING THE SCOPING/ PROJECT PLANNING PROCESS

The following is a discussion of the land use alternatives considered during the scoping and planning process and the reasons why they were not selected for detailed analysis in this EIR.

5.2.1 Alternative Site

CEQA requires that the discussion of alternatives focus on alternatives to the project or its location that are capable of avoiding or substantially lessening any significant effects of the project. The key question and first step in the analysis is whether any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location. Only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR (State CEQA Guidelines §15126[5][B][1]). In addition, an alternative site need not be considered when implementation is "remote and speculative," such as when the alternative site is beyond the control of a project applicant.

There are no suitable alternative sites within the control of the Project applicant. In the event land could be purchased of suitable size and developmental characteristics, based on the known general conditions in the southern portion of the City, an alternative site would likely have similar impacts after mitigation as the Project. Given the size and nature of the Project and the Project objectives, it would be impractical and infeasible to propose the Project on an alternate site in the area with fewer environmental impacts.

Additionally, other land in the vicinity of the Project site or within the southern portion of the City are similarly used for agricultural purposes and include agricultural soils. The loss of prime farmland would still occur with an alternative site. Given the size and type of the proposed development, a similarly sized project and use elsewhere in the South Coast Air Basin would result in the same project-level and cumulative air quality and greenhouse gas (GHG) emission impacts. VMT is not likely to be changed by a different location of the project. Also, an alternative site would have similar traffic impacts in other jurisdictions that would be significant and unavoidable, because the City cannot guarantee implementation of improvements outside of its jurisdiction. Therefore, analysis of an alternative site for the proposed 5,333,518 square feet (sf) of warehouse and office uses is neither meaningful nor necessary, because the significant impacts resulting from the Project would not be avoided or substantially lessened by its implementation.

5.3 ALTERNATIVES SELECTED FOR FURTHER ANALYSIS

Based on the Project objectives listed above, the following three alternatives have been determined to represent a reasonable range of alternatives which have the potential to feasibly attain most of the basic objectives of the Project, but which may avoid or substantially lessen any of the significant effects of the Project. These alternatives are analyzed in detail in the following sections.

- No Project/No Build Alternative
- No Project/Existing General Plan Alternative
- Reduced Intensity Alternative

An EIR must identify an “environmentally superior” alternative and where the No Project Alternative is identified as environmentally superior, the EIR is then required to identify as environmentally superior an alternative from among the others evaluated. Each alternative’s environmental impacts are compared to the Project and determined to be environmentally superior, neutral, or inferior. *Section 5.8* identifies the Environmentally Superior Alternative.

5.3.1 No Project/No Build Alternative

Section 15126.6(e) of the State CEQA Guidelines requires analysis of the No Project Alternative. In accordance with the State CEQA Guidelines, the No Project/No Build Alternative for a development project on an identifiable property consists of the circumstance under which the Project does not proceed as provided by §15126.6(e)(3)(B) of the State CEQA Guidelines. Section 15126.6(e)(3)(B) provides that, “In certain instances, the no project alternative means ‘no build’ wherein the existing environmental setting is maintained.” Under this alternative, the Project would not be developed, and no new development would occur, however, the existing conditions would remain in operation. An SB330 site would not be required under this alternative.

The Project site contains an operational dairy farm, single-family residential structures, dairy barns, a storage structure, feed storage barns, and numerous livestock corrals. The dairy, structures, and single-family residential uses would remain. Accordingly, the No Project/No Build Alternative provides a comparison between the environmental impacts of the Project as compared to the current environmental conditions, resulting from not approving or denying the Project.

Agriculture and Forestry Resources

The No Project/No Build Alternative would continue the existing dairy uses on the Project site. Implementation of the No Project/No Build Alternative would avoid the significant and unavoidable impacts to agricultural resources that would occur from implementation of the proposed Project and impacts would be reduced compared to the proposed Project.

Air Quality

Under the No Project/No Build Alternative, no new development would occur, and no construction or demolition activities and related emissions would occur. In addition, by maintaining existing dairy and residential uses throughout the Project area, an increase in traffic operational related air emissions would not occur. Therefore, overall air quality impacts would be reduced, and the significant and unavoidable construction-related nitrogen oxides (NO_x) and operational-related volatile organic compounds (VOC) and NO_x emission impacts would be eliminated. Further, this alternative would remain consistent with the Air Quality Management Plan (AQMP). No impacts related to air quality would occur by the No Project/No Build Alternative and impacts would be reduced compared to the proposed Project.

Biological Resources

The No Project/No Build Alternative would continue the existing agriculture and residential uses on the Project site. No grading or development would occur under this alternative and there would be no potential impacts to sensitive wildlife species, and migratory and nesting birds that may be present on the Project site. Therefore, the No Project/No Build Alternative would avoid all on and off-site disturbances and impacts to biological resources would not occur. Therefore, impacts under this alternative would be reduced compared to the proposed Project.

Cultural Resources

The No Project/No Build Alternative would continue the existing agriculture and residential uses on the Project site. No grading or development would occur under this alternative and there would be no potential impacts to subsurface archaeological resources that may exist beneath the ground surface. Although no impacts to historical resources would occur under the proposed Project, this alternative would reduce impacts to archaeological resources compared to the proposed Project.

Geology and Soils

No new construction activities, including demolition and grading, would occur under the No Project/No Build Alternative. Therefore, there would be no potential for additional workers, building and structures to experience seismic ground shaking, liquefaction, lateral spreading, subsidence, or collapse within the Specific Plan area. However, the buildings and structures that exist on the Project site were built before current seismic safety codes; therefore, this alternative, by retaining older buildings and structures, could expose some people to greater hazards from strong ground shaking than the proposed Project. Additionally, the proposed Project's impacts to geology and soils were determined to be less than significant. This alternative would not result in impacts to paleontological resources since no grading

would occur. Overall, the geologic hazard impacts from this alternative would be less than significant, and slightly less in comparison to the proposed Project.

Greenhouse Gas Emissions

Under the No Project/No Build Alternative, no new development would occur, and no construction, demolition, or operational activities would generate GHG emissions. This alternative would not increase GHG emissions by 71,088 MTCO₂e, unlike the proposed Project. Therefore, the No Project/No Build Alternative would not exceed the SCAQMD bright line threshold.

Hazards and Hazardous Materials

Because no development would occur under the No Project/No Build Alternative, no impacts related to hazards or hazardous materials would occur. The dairy farming uses on the property would remain in place on-site. Although this alternative would avoid the Project's potential effects related to hazards and hazardous materials, no cleanup of contaminated soils that exist on the property would occur as a result of the property's redevelopment. Remediation of on-site contamination is a benefit of the proposed Project that would not be realized under this alternative. Therefore, hazard impacts would be greater compared to the proposed Project.

Hydrology and Water Quality

Existing water quality conditions, groundwater supplies, drainage patterns, and runoff water amounts would remain "as is" under this alternative because no new development would occur. This alternative would not introduce new sources of water pollutants from either the construction or operation phases of development to the Project site, because no new development would occur. Additionally, this alternative would not require off-site storm drain facility improvements required by the proposed Project. However, this alternative would not include installation of new low-impact development (LID), source control, site design, and treatment control best management practices (BMPs) to minimize runoff and water pollution, which would occur under the proposed Project. The storm water leaving the site would not be filtered and would continue to contain sediment and other potential pollutants associated with the dairy, agricultural, and residential uses. The beneficial water quality improvements that would occur under the proposed Project would not occur and impacts would be greater compared to the proposed Project.

Land Use and Planning

The No Project/No Build Alternative would continue the existing agriculture and residential uses, and the City's existing Policy Plan land use and zoning designations for the Project site would remain unchanged. The Project site is located within an Agricultural Overlay Zoning District, which provides for agricultural uses within the City, until such time that urban development consistent with the Policy Plan occurs. The operation of the existing on-site dairy operation is consistent with this ordinance. Therefore, like the proposed Project, the No Project/No Build Alternative would result in a less than significant impact and would be similar in comparison to the proposed Project.

Noise

The No Project/No Build Alternative would not result in construction and, therefore, would not generate any noise associated with construction. Mobile-source and stationary noise volumes would be lower under this alternative compared to the proposed Project, given the lack of urban development and associated vehicular traffic noise; noise from industrial warehousing uses; heating, ventilation, and air conditioning (HVAC) equipment; and other noise sources. Therefore, impacts would be less than significant and reduced compared to the proposed Project.

Population and Housing

Employment growth would not occur under the No Project/No Build Alternative because no new businesses, or other infrastructure would be constructed. Employees on the Project site would remain as is under this alternative, resulting in no impact to population and housing. However, the proposed Project was determined to be within the growth projections for the area and impacts to population and housing were determined to be less than significant. Therefore, population and housing impacts would be less than significant and similar to the proposed Project.

Public Services

The existing number of residents and workers on the Project site would remain under the No Project/No Build Alternative. Therefore, there would be no increase in demand for fire or police services. Although the proposed Project's impacts related to fire and police services were determined to be less than significant, the public services impacts would be slightly reduced under this alternative compared to the proposed Project.

Transportation

Under this alternative, no new employees or industrial warehouse uses would be introduced on the Project site. The existing daily trips would remain at current conditions and all roadway segments and intersections would maintain existing levels of service (LOS) and vehicle miles traveled (VMT). Therefore, impacts would be reduced to a less than significant level under this alternative and the significant and unavoidable traffic impacts that are anticipated to occur from the proposed Project would be eliminated. Impacts under this alternative would be reduced compared to the proposed Project.

Tribal Cultural Resources

The No Project/No Build Alternative would continue the existing agriculture and residential uses on the Project site. No grading or development would occur under this alternative and there would be no potential impacts to subsurface tribal cultural resources that may exist beneath the ground surface. Therefore, the No Project/No Build Alternative would avoid site disturbances on the Project site and the Project's potential impacts to tribal cultural resources would not occur. Impacts under this alternative would be reduced compared to the proposed Project.

Utilities and Service Systems

Because no new development and employee increases would occur under the No Project/No Build Alternative, the existing on-site water well and septic systems would continue to be used, and no water or wastewater infrastructure would be constructed. No additional demand for regional water supplies would occur, and no additional wastewater would be conveyed to the regional wastewater treatment facilities. Therefore, the impacts related to water supplies and wastewater would be reduced compared to the Project and less than significant.

Similarly, no additional drainage infrastructure would be developed by the No Project/No Build Alternative, and runoff in the Project area would remain in its current condition and would not connect to or require capacity in the regional storm water system. Solid waste generation would remain the same as existing conditions and increases in solid waste generation would not occur with the No Project/No Build Alternative. Therefore, impacts to utilities and service systems would be reduced compared to the proposed Project and less than significant impact.

Conclusion

Ability to Reduce Impacts

The No Project/No Build Alternative would eliminate the significant and unavoidable impacts related to agriculture, air quality, greenhouse gas emissions, and traffic that would occur from implementation of the proposed Project. This alternative would also reduce impacts related to biological resources, cultural resources, geology and soils, noise, public services, tribal cultural resources, and utility and service systems. Impacts related to hazards and hazardous materials and hydrology and water quality would be greater under this alternative; impacts to population and housing and land use would be similar compared to the proposed Project.

Ability to Achieve Project Objectives

Implementation of the No Project/No Build Alternative means that new development is assumed to not occur on the Project site, and none of the Project objectives would be achieved under this alternative. The No Project/No Build Alternative would not create a professional, well-maintained and attractive environment for the development of a multi-purpose business park, industrial and warehousing/office space complex (Objective 1); provide the entitlements and framework for the development of approximately 5.4 million sf of business park and industrial general (Objective 2); provide employment opportunities for community residents (Objective 3); facilitate the construction of utilities, roads, and other major infrastructure investments that will be sufficiently sized to adequately serve the Specific Plan area (Objective 4); expand the City's industrial uses in proximity to local airports and regional transportation networks (Objective 5); nor would it create an economic engine to drive future growth in the Project area, spur infrastructure improvements in the area and implement the Specific Plan vision (Objective 6).

5.3.2 No Project/Existing General Plan Alternative

Section 15126.6(e) of the State CEQA Guidelines requires that an EIR evaluate and analyze the impacts of the “No-Project” Alternative. When the Project is the revision of an existing land use or regulatory plan, policy or ongoing operation, the no-project alternative is the continuation of the plan, policy, or operation into the future. Therefore, under the No Project/Existing General Plan Alternative, the current general plan land uses, and zoning would remain in effect. Development in accordance with the existing general plan and zoning would occur. Furthermore, a SB330 site would not be required under this alternative. The City’s Policy Plan designates the Project site for development of Business Park at a maximum 0.6 floor-area ratio (FAR) and Low-Medium Density Residential at 5.1-11 dwelling units per acre (du/acre). The existing land use designations would allow approximately 1,646,568 sf of Business Park and 1,352 dwelling units at 8.5 du/acre. This alternative would generate 2,889 employees and 5,404 residents.¹ This proposed alternative is anticipated to generate a total of 5,550 actual trip-ends per day, with 659 AM peak hour trips.²

Agriculture and Forestry Resources

The No Project/Existing General Plan Alternative would have the same development area as the proposed Project. The existing dairy farming uses would be removed from the Project site. Therefore, implementation of the No Project/Existing General Plan Alternative would result in the same significant and unavoidable impacts to agricultural resources that would occur from implementation of the proposed Project. Thus, impacts under this alternative would be the same compared to the proposed Project.

Air Quality

The No Project/Existing General Plan Alternative would reduce the amount of employment generating building square footage and would result in a decrease in the number of employees by 2,775. This alternative would result in 1,352 dwelling units and 5,404 residents. Overall, there would be a decrease in total building square footage. The No Project/Existing General Plan Alternative would result in a decrease in vehicle trips when compared to the proposed Project, and is anticipated to generate a total of 5,550 actual trip-ends per day, with 659 AM peak hour trips.³ Therefore, construction and operation related air quality emissions would decrease. Overall, impacts would be less than the proposed Project, but the impacts would remain significant and unavoidable.

Biological Resources

The No Project/Existing General Plan Alternative would have the same overall impact area as the proposed Project. Impacts to sensitive wildlife species, and migratory and nesting birds would continue to occur, and mitigation measures would be implemented to reduce impacts to such resources to a less than significant level. Therefore, impacts would be similar to compared to the proposed Project.

¹ Buildout based on 159 acres of low-medium density residential and 63 acres business park. The factors for persons per household and employees per/1,000 sq. ft. are from the City’s TOP EIR Appendix J: Land Use Modeling Methodology, <https://www.ontarioplan.org/wp-content/uploads/sites/4/2016/05/32253.pdf>.

² Based on calculations from Table 4-1, *Project Trip Generation Rates*, in Appendix I1: Traffic Impact Analysis.

³ Based on calculations from Table 4-1, *Project Trip Generation Rates*, in Appendix I1: Traffic Impact Analysis.

Cultural Resources

The No Project/Existing General Plan Alternative would result in a similar potential to adversely affect any undiscovered archaeological resources on the Project site as the proposed Project. However, like the proposed Project mitigation measures would be required to reduce potential impacts to less than significant. Therefore, impacts to cultural resources from the No Project/Existing General Plan Alternative would be similar to those associated with the proposed Project.

Geology and Soils

Grading and development of the Project area would still occur under the No Project/Existing General Plan Alternative, and therefore, impacts to geology and soils would be similar to those that would be generated from the proposed Project. The new structures under this alternative would still result in additional persons and structures in the Project area that would be subject to risks associated with seismic ground shaking and geologic hazards. Therefore, the No Project/Existing General Plan Alternative would be required to meet the same regulatory requirements as the proposed Project. This alternative would result in a similar potential to impact paleontological resources during grading as the proposed Project. Therefore, impacts to geology and soils would be less than significant and similar to the proposed Project.

Greenhouse Gas Emissions

The No Project/Existing General Plan Alternative would reduce the amount of employment generating building square footage and would result in a decrease of the number of employees by 2,775. This alternative would result in 1,352 dwelling units and 5,404 residents. Overall, there would be a decrease in total building square footage. Additionally, this alternative would result in a decrease in the number of vehicle trips when compared to the proposed Project, and is anticipated to generate a total of 5,550 actual trip-ends per day, with 659 AM peak hour trips.⁴ Therefore, greenhouse gas emissions will decrease when compared to the proposed Project. However, impacts would remain significant and unavoidable.

Hazards and Hazardous Materials

The No Project/Existing General Plan would develop the Project site for business park and office space, which would have less potential to use hazardous wastes on-site. However, the use and storage of hazardous materials would be regulated by the same federal, state, and local laws and permitting requirements as would be done by the proposed Project. In addition, this alternative would include cleanup of contaminated soils that exist on the site during construction activities and would be required to implement the same type of mitigation measures that are included in *Section 4.8, Hazards and Hazardous Materials*. However, this alternative would place residences within Safety Zone III, Traffic Pattern/Overflight Zone of the Chino Airport. Airport Land Use Commission (ALUC) review of all residential development exceeding two du/ac is required to determine consistency. Due to the increased risk of aircraft accident within this zone, restrictions on residential development may be imposed. Therefore, impacts with respect to Chino Airport's Airport Land Use Compatibility Plan (ALUCP) would be greater

⁴ Based on calculations from Table 4-1, *Project Trip Generation Rates*, in Appendix I1: Traffic Impact Analysis.

compared to the proposed Project. Like the proposed Project, this alternative would also result in less than significant impacts with implementation of mitigation measures.

Hydrology and Water Quality

Under the No Project/Existing General Plan Alternative, the area of impervious surfaces would be similar compared to the proposed Project. Therefore, this alternative would result in similar runoff and potential for impacts to drainage, erosion, and water quality. Like the proposed Project, this alternative would introduce new sources of water pollutants from construction and operation activities. Additionally, this alternative would be required to include storm drain facility improvements, LID, source control, site design, and treatment control BMPs. Therefore, the No Project/Existing General Plan Alternative would result in impacts to hydrology and water quality that are similar to those that would occur from the proposed Project. Overall, hydrology and water quality impacts would be less than significant.

Land Use and Planning

Under the No Project/Existing General Plan Alternative, the development on-site would conform with the general plan and zoning code and would not require any general plan amendment or zone change. Therefore, impacts would be reduced compared to the proposed Project, and impacts were determined to be less than significant. Relative to Senate Bill (SB) 330, the No Project/Existing General Plan Alternative would retain the current residential land use, but as described in *Utilities and Service Systems*, below, residential development is not feasible on the Project site; therefore, impacts would be similar to the proposed Project.

Noise

The No Project/Existing General Plan Alternative would reduce the amount of employment generating building square footage and would decrease the number of employees by 2,775. This alternative would result in 1,352 dwelling units and 5,404 residents. Overall, there would be a decrease in total building square footage. Additionally, this alternative would result in a decrease in the number of vehicle trips when compared to the proposed Project. Therefore, construction and operational noise impacts would be less under this alternative.

Population and Housing

The No Project/Existing General Plan Alternative would increase employees and residents on the Project site. Under this alternative, the population, housing, and employment at buildout would be consistent with the City's growth projections identified in Southern California Association of Governments' (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). However, growth associated with the proposed Project was also within growth projections. Overall, impacts to population and housing would remain less than significant with this alternative and similar to the proposed Project.

Public Services

The No Project/Existing General Plan Alternative would introduce new residents at the Project site which would increase the demand for public services, including fire, police, schools, and parks. The proposed Project would have no impact on schools or parks and less than significant impacts to fire and police

services. This alternative would result in slightly greater impacts to public services compared to the proposed Project.

Transportation

Under the No Project/Existing General Plan Alternative, transportation impacts would be decreased when compared to the proposed Project due to the decrease in vehicle trips associated with business park, office spaces, and residential uses. This alternative would result in the decrease of the number of vehicle trips, as the number of employees would be reduced by 2,775. The Project under this alternative is anticipated to generate a total of 5,550 actual trip-ends per day, with 659 AM peak hour trips, resulting in a decrease of 6,896 daily trips and 332 peak hour trips when compared to the proposed Project.⁵ However, similar roadway improvements would be necessary for project implementation. Therefore, impacts that could occur by the No Project/Existing General Plan Alternative would be similar to those associated with the proposed Project.

Tribal Cultural Resources

The No Project/Existing General Plan Alternative would result in a similar potential to adversely affect tribal cultural resources on the Project site as the proposed Project. However, like the proposed Project, mitigation measures would be required to reduce potential impacts to less than significant. Therefore, impacts that could occur by the No Project/Existing General Plan Alternative would be similar to those associated with the proposed Project.

Utilities and Service Systems

The No Project/Existing General Plan Alternative would result in greater impacts to utilities and service systems due to the increase in water demand and sewer generation associated with development of business park, office uses, and residential development allowed by the General Plan. This increase in water demand and sewer generation and the extensive length and amount of water and sewer infrastructure that is required to serve the site and the proposed Project would render the No Project/Existing General Plan Alternative infeasible due to lack of market demand for the low-medium density residential units and business park. Residential uses would not be feasible due to the cost of the infrastructure (see Appendix N) that would be funded in whole or in part by the residential development depending on development phasing, and the current City and New Model Colony development impact fee structure, which are greater than could be absorbed by home pricing in the area (ORBP EIR).

Conclusion

Ability to Reduce Impacts

The No Project/Existing General Plan Alternative would result in reduced impacts to air quality, greenhouse gas emissions, and noise. This alternative will have greater impacts compared to the proposed Project related to hazards and hazardous materials, public services, and utilities and service systems. Impacts related to agricultural and forestry resources, biological resources, cultural resources, geology

⁵ Based on calculations from Table 4-1, *Project Trip Generation Rates*, in Appendix I1: Traffic Impact Analysis.

and soils, hydrology and water quality, land use and planning, population and housing, transportation and tribal cultural resources would be similar compared to the proposed Project.

Ability to Achieve Project Objectives

Implementation of the No Project/Existing General Plan Alternative would not meet four of the six project objectives. For example this alternative would not create a professional, well-maintained and attractive environment for the development of a multi-purpose business park, industrial and warehousing/office space complex (Objective 1); provide the entitlements and framework for the development of approximately 5.4 million sf of business park and industrial general (Objective 2); expand the City's industrial uses in proximity to local airports and regional transportation networks (Objective 5); nor would it create an economic engine to drive future growth in the Project area, spur infrastructure improvements in the area and implement the Specific Plan vision (Objective 6). This alternative would provide employment opportunities for community residents (Objective 3) and facilitate the construction of utilities, roads, and other major infrastructure investments that will be sufficiently sized to adequately serve the Specific Plan area (Objective 4).

5.3.3 Reduced Intensity Alternative

A 25 percent reduction in building area of the proposed industrial warehousing and business park uses is considered under the Reduced Intensity Alternative. Under this alternative, a total of 4,059,443 square feet of business park, industrial and warehouse uses, a reduction of 1,353,148 square feet, would be developed, with 3,253,017 square feet of warehouse and 806,426 square feet of business park uses. The development impact area would generally remain the same as the proposed Project. This alternative would generate approximately 4,248 employees. Access to the site would be similar to the proposed Project with a proportional reduction in the number of parking spaces.

Agriculture and Forestry Resources

The Reduced Intensity Alternative would develop the Project site for the same type of business park, industrial and warehousing uses and have the same impact area. The existing dairy farming uses would be removed from the Project site. Therefore, implementation of the Reduced Intensity Alternative would result in the same significant and unavoidable impacts to agricultural resources that would occur from implementation of the proposed Project. Thus, impacts under this alternative would be the same compared to the proposed Project.

Air Quality

The Reduced Intensity Alternative would develop the Project site for the same type of business park, industrial and warehousing uses, but with less intensity than the proposed Project. Therefore, a reduced volume of construction activities and the related emissions would occur, resulting in an elimination of the significant and unavoidable construction-related air quality impact from the exceedance of NOx emissions. In addition, the reduced amount of square footage that would be developed by this alternative would result in less stationary source emissions from equipment on-site and less transportation-related air emissions than the proposed Project. Therefore, overall air quality impacts would be reduced in comparison to the proposed Specific Plan. However, the volume of VOC and Nox emissions from

operational vehicular and truck trips generated by the Reduced Intensity Alternative would remain significant and unavoidable due to the volume of vehicular and truck trips that would occur from operation of 4,059,443 sf industrial warehousing space and business park use. After mitigation measures, the proposed Project would generate a maximum of 140 pounds per day of VOC and 450 pounds per day of NO_x, which would be reduced to approximately 105 and 337.5 pounds per day with mitigation, respectively. The SCAQMD threshold for VOC and NO_x is 55. Therefore, significant and unavoidable impacts due to exceedance of VOC and NO_x emissions would continue to occur. Impacts under this alternative would be reduced compared to the proposed Project but would remain significant and unavoidable.

Biological Resources

The Reduced Intensity Alternative would reduce the amount of building area and associated parking stalls proposed for the Project site. However, the development would continue to cover the same impact area as the Project site. Impacts to sensitive wildlife species, and migratory and nesting birds would continue to occur, and mitigation measures would be implemented to reduce impacts to such resources to a less than significant level. Therefore, impacts would be similar to compared to the proposed Project.

Cultural Resources

The Reduced Intensity Alternative would result in a similar potential to adversely affect any undiscovered archaeological resources on the Project site as the proposed Project, despite the reduction in building area and associated surface parking. However, like the proposed Project, mitigation measures would be required to reduce potential impacts to less than significant. Therefore, impacts to cultural resources from the Reduced Intensity Alternative would be similar to those associated with the proposed Project.

Geology and Soils

Grading and development of the Project area would still occur under the Reduced Intensity Alternative, and therefore, impacts to geology and soils would be similar to those that would be generated from the proposed Project. The new structures under this alternative would still result in additional persons and structures in the Project area that would be subject to risks associated with seismic ground shaking and geologic hazards. Therefore, the Reduced Intensity Alternative would be required to meet the same regulatory requirements as the proposed Project. This alternative would result in a similar potential to impact paleontological resources during grading, as the proposed Project. Therefore, impacts to geology and soils would be less than significant, which is the same as the proposed Project.

Greenhouse Gas Emissions

The Reduced Intensity Alternative would develop the Project site for industrial warehousing uses less densely than the proposed Project. Therefore, a reduced volume of construction activities and associated GHG emissions would occur. In addition, the reduced square footage would result in less stationary source emissions from equipment on-site, and less traffic-related GHG emissions than the proposed Project. The proposed Project would result in a net increase of 71,088.28 MTCO_{2e} per year, which would be reduced by approximately 25 percent to 53,316.21 MTCO_{2e} per year under the Reduced Intensity Alternative. This alternative would still result in significant and unavoidable GHG impacts, since it would exceed the bright-

line threshold of 3,000 MTCO₂e per year and reductions measures would not result in less than significant emissions. Therefore, the development and operation of 4,059,443 sf industrial warehousing and business park space would require implementation of the same GHG reduction features that are required for the proposed Project; impacts would be reduced compared to the proposed Project.

Hazards and Hazardous Materials

The Reduced Intensity Alternative would develop the Project site for business park and industrial warehousing uses, and therefore the same type of hazardous materials typically used for construction and operation of the proposed Project would be used under the Reduced Intensity Alternative. Similarly, the use and storage of hazardous materials would be regulated by the same federal, state, and local laws and permitting requirements as would be done by the proposed Project. In addition, this alternative would include cleanup of contaminated soils that exist on the site during construction activities and would be required to implement the same type of mitigation measures that are included in *Section 4.8, Hazards and Hazardous Materials*. Therefore, like the proposed Specific Plan, this alternative would also result in less than significant impacts with implementation of mitigation measures and impacts that would occur by the Reduced Intensity Alternative would be similar compared to the proposed Project.

Hydrology and Water Quality

The Reduced Intensity Alternative would reduce the total building square footage; however, the area of impervious surfaces would be similar compared to the proposed Project. Therefore, this alternative would result in similar runoff and potential for impacts to drainage, erosion, and water quality. Like the proposed Project, this alternative would introduce new sources of water pollutants from construction and operation activities. Additionally, this alternative would be required to include storm drain facility improvements, LID, source control, site design, and treatment control BMPs. Therefore, the Reduced Intensity Alternative would result in impacts to hydrology and water quality that are similar to those that would occur from the proposed Project. Overall, hydrology and water quality impacts would be less than significant.

Land Use and Planning

The Reduced Intensity Alternative would require a general plan amendment and zone change to implement the Specific Plan. This alternative would have the same type of consistency with the SCAG RTP/SCS policies, the City's General Plan, the City's Development Code, and consistency with airport plans. Therefore, like the proposed Project, the Reduced Intensity Alternative would result in a less than significant impact related to land use and would be similar compared to the proposed Project.

Noise

Construction and operation noise impacts would be reduced under the Reduced Intensity Alternative because this alternative would decrease the development area by 1,353,148 sf. Although construction of this alternative would generate the same peak noise volumes and similar type and volume of construction noise as the proposed Project, the length of time of construction and the associated noise would be marginally shorter. Operational noise would also be reduced under this alternative as traffic-generated and stationary noise sources would decrease in relation to the reduction in industrial warehousing square

footage. Noise impacts from the Reduced Intensity Alternative would be less than significant with implementation of mitigation measures and reduced compared to the proposed Project.

Population and Housing

Under the Reduced Development Intensity Alternative, buildout would result in an approximate 25 percent reduction in employees on site. Under this alternative, the population, housing, and employment at buildout would be consistent with the City's growth projections identified in SCAG's RTP/SCS. However, growth associated with the proposed Project was also within growth projections. The Reduced Development Intensity Alternative would provide fewer employment opportunities. Overall, impacts to population and housing would remain less than significant with this alternative and similar to the proposed Project.

Public Services

The Reduced Intensity Alternative would reduce buildout of the industrial and business park portions of the Project area by 25 percent compared to the proposed Project. This would reduce the number of employees on the Project site in relation to the reduction in industrial warehousing and business park square footage. However, as with the proposed Project, this alternative is not anticipated to result in new residences that could demand new services, and would include design features to lessen the need for services. Impacts therefore would be less than significant. Overall, the need for public services would be reduced under this alternative compared to the proposed Project.

Transportation

Construction and operation-related traffic and truck trips would be reduced under the Reduced Intensity Alternative because this alternative would decrease the industrial and business park development area by 1,353,148 square feet. The daily trips would be reduced in relation to the reduction of the building area, which would reduce volumes on all roadway segments and intersections. As a result, under this alternative, there would be 8,376 daily trips, with 875 AM peak hour trips. However, due to the existing VMT in the traffic study area and the volume of traffic that would be generated by the 4,059,443 sf industrial warehousing space and business park use that would be developed under the Reduced Intensity Alternative, this alternative would still require implementation of the mitigation measures that involve roadway improvements. As a result, traffic volumes generated from this alternative would be less, however, impacts from implementation of the Reduced Intensity Alternative would also be significant and unavoidable.

Tribal Cultural Resources

The Reduced Intensity Alternative would result in a similar potential to adversely affect any tribal cultural resources on the Project site as the proposed Project, despite the reduction in building area and associated surface parking. However, like the proposed Project, mitigation measures would be required to reduce potential impacts to less than significant. Therefore, impacts that could occur by the Reduced Intensity Alternative would be similar to those associated with the proposed Project.

Utilities and Service Systems

The Reduced Intensity Alternative would reduce buildout of the Project site by 1,353,148 sf compared to the proposed Project. This would reduce the number of employees on the Project site in relation to the reduction in industrial warehousing and business park square footage and would also reduce the demand for utilities and service systems.

The demand for regional water supplies and generation of wastewater would be approximately 25-percent less than the proposed Project. Thus, the impacts related to water supplies and wastewater would be less than the significant impacts that would occur from implementation of the proposed Specific Plan. Similarly, solid waste generation would be less than the proposed Project and require less landfill capacity. Therefore, impacts to utilities and service system would be less under this alternative than significant impacts that would occur from implementation of the proposed Project.

Conclusion

Ability to Reduce Impacts

The Reduced Intensity Alternative would result in reduced impacts related to air quality, greenhouse gas emissions, noise, public service, transportation, and utilities and service systems due to the reduction in square footage and associated vehicular trips. However, significant and unavoidable impacts related to agricultural resources, air quality, greenhouse gas emissions, and transportation would continue to occur from implementation of this alternative. Impacts related to agricultural resources, biological resources, cultural resources, geology and soils, hazardous and hazardous materials, hydrology and water quality, land use and planning, population and housing, and tribal cultural resources would be similar to the proposed Project.

Ability to Achieve Project Objectives

Implementation of the Reduced Intensity Alternative would achieve the Project objectives, but not to the extent as would be achieved by the proposed Project. The Reduced Intensity Alternative would create a professional, well-maintained and attractive environment for the development of a multi-purpose business park, industrial and warehousing/office complex (Objective 1); provide employment opportunities for community residents (Objective 3); facilitate the construction of utilities, roads, and other major infrastructure investments that will be sufficiently sized to adequately serve the Specific Plan area (Objective 4); expand the City's industrial uses in proximity to local airports and regional transportation networks (Objective 5); and create an economic engine to drive future growth in the Project area, spur infrastructure improvements in the area and implement the Specific Plan vision (Objective 6). However, the reduction of 1,353,148 sf would attract fewer or smaller businesses and less employment opportunities to area residents. In addition, the smaller development would provide less flexibility to meet the needs of an ever-changing business market. In addition, given the extraordinary infrastructure cost, including off-site improvements and required fees, a 25% reduction in density is not considered financially viable for the applicant. This alternative would not fully meet Objective 2 to provide the entitlements and framework for the development of approximately 5.4 million sf of business park and industrial general uses.

5.4 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CEQA requires a lead agency to identify the “environmentally superior alternative” and, in cases where the “No Project” Alternative is environmentally superior to the proposed Project, the environmentally superior development alternative must be identified. One alternative has been identified as “environmentally superior” to the proposed Project.

5.4.1 Reduced Intensity Alternative

The Reduced Intensity Alternative has been identified as the environmentally superior alternative because it would result in reduced impacts related to air quality, greenhouse gas emissions, noise, public service, transportation, and utilities and service systems due to the reduction in square footage and associated vehicular trips. However, significant and unavoidable impacts related to agricultural resources, air quality, greenhouse gas emissions, and transportation would continue to occur from implementation of this alternative. Impacts related to agricultural resources, biological resources, cultural resources, geology and soils, hazardous and hazardous materials, hydrology and water quality, land use and planning, population and housing, and tribal cultural resources would be similar to the proposed Project.

CEQA does not require the lead agency (the City of Ontario) to choose the environmentally superior alternative. Instead, CEQA requires the City to consider environmentally superior alternatives, weigh those considerations against the environmental impacts of the proposed Project, and make findings that the benefits of those considerations outweigh the harm. “Among the factors that may be used to eliminate alternatives from detailed consideration in an EIR are: (i) failure to meet most of the basic project objectives, (ii) infeasibility, or (iii) inability to avoid significant environmental impacts” (CEQA Guidelines §15126.6[c]).

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6.0 ADDITIONAL CEQA CONSIDERATIONS

This section discusses additional topics required for inclusion in an EIR pursuant to CEQA, including:

- Significant Irreversible Changes Due to the Proposed Project
- Growth-Inducing Impacts of the Proposed Project

6.1 SIGNIFICANT IRREVERSIBLE CHANGES DUE TO THE PROPOSED PROJECT

Section 15126.2(c) of the State CEQA Guidelines requires that an Environmental Impact Report (EIR) describe any significant irreversible environmental changes that would be caused by the proposed project should it be implemented. Specifically, the State CEQA Guidelines state:

“Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highways improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also, irreversible damage can result from environmental accidents associated with the project. Irrecoverable commitments of resources should be evaluated to assure that such current consumption is justified.”

Generally, a project would result in significant irreversible environmental changes if:

- The primary and secondary impacts would generally commit future generations to similar uses;
- The project would involve a large commitment of nonrenewable resources;
- The project would involve uses in which irreversible damage could result from any potential environmental accidents associated with the project; or
- The proposed irretrievable commitments of nonrenewable resources are not justified (e.g., the project involves the wasteful use of energy).

In the case of the proposed South Ontario Logistics Center Specific Plan project, its implementation would involve a land use, development, and implementation framework to support up to 5,412,591 square feet (SF) of business park, warehouse and ancillary office space with the City of Ontario (City). Significant irreversible changes that would be caused by implementation of the Project would be:

- Construction activities that would entail the commitment of nonrenewable and/or slowly renewable energy resources; human resources; and natural resources such as lumber and other forest products, sand and gravel, asphalt, steel, copper, lead, other metals, water, and fossil fuels.
- Operation that would require the use of natural gas and electricity, petroleum-based fuels, fossil fuels, and water. The commitment of resources required for the operation of the Project would limit the availability of such resources for future generations or for other uses during the life of the Project.
 - Increased traffic on area roadways (see *Section 4.13, Transportation*);

- Emissions of air pollutants associated with operations (see *Section 4.2, Air Quality*); and
- Consumption of non-renewable energy associated with operation of the Specific Plan due to the use of automobiles, lighting, heating and cooling systems, and appliances (See *Section 7, Energy* and *Section 4.6, Greenhouse Gas Emissions*).
- An increased commitment of social services and public maintenance services (e.g., police, fire, sewer, and water services) would also be required. The energy and social service commitments would be long-term obligations in view of the low likelihood of returning the land to its original condition once it has been developed.
- Employment growth related to Project implementation would increase vehicle trips over the long term. Emissions associated with such vehicle trips would continue to contribute to the South Coast Air Basin's nonattainment designations for ozone, particulate matter (PM₁₀ and PM_{2.5}), under the California and National Ambient Air Quality Standards (AAQS), and nonattainment for nitrogen dioxide (NO₂) under the California AAQS.

Given the low likelihood that the land would revert to lower intensity uses or to its current form, the Project would generally commit future generations to these environmental changes. However, as discussed in *Section 3.0, Project Description*, the Project is committed to sustainable design strategies that integrate principles of environmental stewardship into the design and construction process. Appropriate strategies would be determined for each phase of the Specific Plan area. Strategies include, but are not limited to:

Sustainable Construction & Technology Concepts

- Design and construct energy-efficient buildings to reduce air, water, and land pollution and environmental impacts from energy production and consumption.
- Employ passive design including skylights, building orientation, landscaping, and strategic colors to improve building energy performance.
- Reduce the heat island effect by providing shade structures and trees that produce large canopies. In addition, choose roof and paving materials that possess a high level of solar reflectivity.
- Use recycled and other environmentally-friendly building materials wherever possible.
- Incorporate skylights into at least two percent of warehouse/distribution building roof area to provide natural light and reduce electric lighting demand.
- Use energy-efficient light-emitting diode (LED) (or similar) products.
- Provide interior or exterior bicycle storage consistent with the California Green Building Standards Code.
- Use drought-tolerant landscaping with drip irrigation and include plantings such as trees, shrubs, groundcovers and/or vines. Optional amenities include benches, trellises, thematic fencing, and decorative walkways.
- Employ high-performance dual-pane window glazing in office storefronts.

Water Quality

- Utilize landscape areas including retention/infiltration swales and basins, or employ bio-treatment when infiltration is infeasible, as required by the San Bernardino County Municipal Separate Storm Sewer System Permit and Water Quality Management Plan.
- Select native and drought-tolerant plants to reduce water demand.
- Integrate permeable pavement and perforated curbs throughout the Project area as feasible to allow stormwater to enter planter areas, assist with filtration, and control runoff.
- Use captured runoff to augment irrigation systems whenever possible.
- Employ irrigation systems that respond to changing weather conditions, irrigate by hydro zone, and use micro-irrigation techniques.
- Use recycled water to irrigate landscape areas and for other appropriate uses. The use of recycled water for certain purposes is required by the City Recycled Water Master Plan.

The commitment of resources to the Project is not unusual or inconsistent with projects of this type and scope. However, once these commitments are made, it is improbable that the Project area would revert back to its current condition. Thus, the Project would result in significant irreversible changes to the environment throughout the lifespan of the structures.

6.2 GROWTH-INDUCING IMPACTS OF THE PROPOSED PROJECT

Pursuant to Sections 15126(d) and 15126.2(d) of the CEQA Guidelines, this section is provided to examine ways in which the Project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. To address this issue, potential growth-inducing effects will be examined through analysis of the following questions:

- Would this project remove obstacles to growth, e.g., through the construction or extension of major infrastructure facilities that do not presently exist in the project area, or through changes in existing regulations pertaining to land development?
- Would this project result in the need to expand one or more public services to maintain desired levels of service?
- Would this project encourage or facilitate economic effects that could result in other activities that could significantly affect the environment?
- Would approval of this project involve some precedent-setting action that could encourage and facilitate other activities that could significantly affect the environment?

Please note that growth-inducing effects are not to be construed as necessarily beneficial, detrimental, or of little significance to the environment. This issue is presented to provide additional information on ways in which this Project could contribute to significant changes in the environment, beyond the direct consequences of developing the land use concept examined in the preceding sections of this Draft EIR.

1. *Would this project remove obstacles to growth, e.g., through the construction or extension of major infrastructure facilities that do not presently exist in the project area, or through changes in existing regulations pertaining to land development?*

The removal of a physical obstacle to growth, such as the construction or extension of major infrastructure facilities that are not presently in the area, would be considered a potentially growth inducing impact. As discussed in *Section 3.0, Project Description* and *Section 4.15, Utilities and Service Systems*, the Project would include various new infrastructure improvements onsite and off-site, including water, wastewater, storm drain facilities, roadway improvements, and dry utilities (natural gas, electricity, telecommunications).

Implementation of the Project would require the construction and improvement of roadways and extension of major infrastructure into areas off-site that will facilitate additional planned growth pursuant to The Ontario Plan (TOP). Although the infrastructure improvements are planned for in the City's master plans, the improvements would allow further development to occur within the OR area. Therefore, the Project would remove obstacles to growth to accommodate the demands of this Project at full buildout, which could allow for future development in the area once adequate infrastructure is in place and would be considered growth inducing.

2. *Would this project result in the need to expand one or more public services to maintain desired levels of service?*

Generally, as the City continues to develop, it requires further commitment of public services in the form of fire and police protection and series, and other public facilities. As discussed in *Section 4.12, Public Services*, implementation of the Specific Plan would be consistent with the TOP for Business Park and Industrial uses as well as permitted floor area ratios (FAR). Thus, fire service needs for the Project and surrounding area have been anticipated in the development of the planned fire service facilities. Therefore, fire protection and emergency services to the Project would be accommodated within the City's new and existing fire service facilities, and buildout of the Project would not result in a significant impact on the ability to maintain adequate level of fire protection service to the area. Regarding Police Services, the Ontario Police Department (OPD) has prepared for growth of the Ontario Ranch area, where the Project site is located, and is expected to have adequate facilities and personnel to serve the proposed development. The OPD would continue to add staff and equipment on an as-needed basis in order to accommodate the incremental increasing demands from buildout of land uses, as was identified in the TOP. Furthermore, buildout of the Project would not require construction of additional police facilities to maintain adequate police protection service. Regarding schools, development in the Specific Plan buildout area in accordance with TOP would require payments to the corresponding school district for the construction of new schools. Each school district that serves the City charges a different amount for development impact fees, which is usually dependent on the student generation rates for that district. Lastly, the construction and operation of the Project site would not result in a substantial increase in demand for these services such that a significant deterioration of the existing facilities would occur, or such that new facilities would be required. Regardless of any added level of use to existing libraries or other public facilities, the Project applicant would be required to pay its fair share of development Impact fees to help offset incremental impacts to libraries by helping fund capital improvements and expenditures.

3. *Would this project encourage or facilitate economic effects that could result in other activities that could significantly affect the environment?*

During project construction, a number of design, engineering, and construction-related jobs would be created. However, construction related jobs would not result in a significant population increase because they would be filled by workers in the region and the construction phase would be temporary. As discussed in *Section 4.11, Population and Housing*, the proposed project would result in the creation of approximately 5,664 new long-term jobs (*Table 4.11-6, Project Generated Employment*). The majority of new jobs that would be created by implementation of the Specific Plan would be positions that do not require a specialized workforce, and this type of workforce exists in the City and surrounding areas. Thus, it is anticipated that new jobs would primarily be filled by people within Ontario and the surrounding communities and would not induce an unanticipated influx of new labor into the region. Although the proposed project would result in new permanent employment opportunities and stimulate economic activity, it would meet future employment demands anticipated in SCAG's regional growth projections.

As the number of employees in the Specific Plan area grows, these employees would seek shopping, entertainment, auto maintenance, and other economic opportunities in the surrounding area. This would facilitate economic goods and services and could, therefore, encourage the creation of new businesses and/or the expansion of existing businesses to address these economic needs. However, the increase in opportunities for employees would not create substantial growth inducement because growth could be accommodated within regional and local projections, and jobs would be filled by the local workforce.

With respect to the SB330 aspect of the Project, there would be no substantial net change in population or employment, other than a slight drop in population due to replacing the lower density residential zoning at the Project site with higher density zoning at the SB330 Replacement Site.

Overall, the Project would not encourage or facilitate economic effects that could significantly affect the environment. Therefore, this is not considered a significant growth-inducing impact.

4. *Would approval of this project involve some precedent-setting action that could encourage and facilitate other activities that could significantly affect the environment?*

The Project consists of General Plan 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 approximately 219.39 acres in the City. The development would include eight concrete tilt-up buildings totaling up to 5,333,518 SF of business park, warehouse, and ancillary office space. The Project is proposed in two phases. Phase 1, comprised of Planning Areas (PA) 1 and 2, would allow approximately 3,174,518 SF of industrial and business park uses.

Although the requirement of the GPA may be considered a precedent-setting action, the impacts of subsequent similar actions would require environmental analysis and associated mitigation to ensure that such subsequent impacts would not significantly affect the environment. Pressures to develop other land in the surrounding area would derive from regional economic conditions and market demands for housing, commercial, and industrial land uses that are not directly or indirectly influenced by zoning actions on a particular property. Therefore, approval of the Project would not involve a precedent-setting

action that could be applied to the surrounding properties and thereby encourage or facilitate growth that would not otherwise occur.

Environmental Impacts of Induced Growth

As described above, implementation of the Project would provide development to accommodate regional and City forecasted employment demands. All physical environmental effects from construction of development have been analyzed in all technical sections of this EIR. For example, activities such as excavation, grading, and construction as required for the proposed industrial warehousing and office uses were analyzed throughout the EIR, including *Sections 4.2, Air Quality, 4.6, Greenhouse Gas Emissions, 4.10, Noise, and 4.13, Transportation*. Therefore, construction and operation of the proposed Project has been analyzed in this EIR and would be adequately mitigated either through implementation of PPPs and/or mitigation measures contained within Section 4 of this EIR.

6.3 REFERENCES

California Employment Development Department. (2019). Unemployment Rate and Labor Force (Not Seasonally Adjusted) in the State of California. Page 184. Retrieved from: [https://www.labormarketinfo.edd.ca.gov/cgi/databrowsing/localAreaProfileQSMOREResult.asp?viewAll=&viewAllUS=¤tPage=183¤tPageUS=&sortUp=G.AREANAME&sortDown=&criteria=unemployment+rate&categoryType=employment&geogArea=0601000000×eries=&more=More+Areas&menuChoice=localAreaPro&printerFriendly=&BackHistory=-24&goTOPageText=.](https://www.labormarketinfo.edd.ca.gov/cgi/databrowsing/localAreaProfileQSMOREResult.asp?viewAll=&viewAllUS=¤tPage=183¤tPageUS=&sortUp=G.AREANAME&sortDown=&criteria=unemployment+rate&categoryType=employment&geogArea=0601000000×eries=&more=More+Areas&menuChoice=localAreaPro&printerFriendly=&BackHistory=-24&goTOPageText=)

7.0 EFFECTS FOUND NOT TO BE SIGNIFICANT

California Public Resources Code Section 21003 (f) states: “...it is the policy of the state that...[a]ll persons and public agencies involved in the environmental review process be responsible for carrying out the process in the most efficient, expeditious manner in order to conserve the available financial, governmental, physical, and social resources with the objective that those resources may be better applied toward the mitigation of actual significant effects on the environment.” This policy is reflected in the State California Environmental Quality Act (CEQA) Guidelines (Guidelines) Section 15126.2(a), which states that “[a]n EIR [Environmental Impact Report] shall identify and focus on the significant environmental impacts of the proposed project” and Section 15143, which states that “[t]he EIR shall focus on the significant effects on the environment.” State CEQA Guidelines Section 15128 requires that an EIR contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant and were therefore not discussed in detail in the Draft EIR.

7.1 AESTHETICS

Impact 7.1-1: Would the project have a substantial adverse effect on a scenic vista?

Level of Significance: Less than Significant Impact

Specific Plan-Phase I/Future Development Areas

Scenic vistas that are visible from the South Ontario Logistics Center Specific Plan (Project) site include the San Gabriel Mountains and the San Bernardino National Forest, which are located at the north end of the City of Ontario (City). Construction of the Project site would result in alterations to the scenic vistas views. However, while construction activities on the Project site would modify foreground views as observed by some viewers, construction is temporary and considering the existing nature of the Project site, developed nature of surrounding areas, and the current partially obscured views from existing off-site development, the changes the construction activities would represent are not considered to be substantial. Additionally, because most views are already obscured, limited, and short-in duration, views as seen by the majority of viewers would not be significantly adversely affected. Therefore, while construction of the Project site would change the existing views toward the mountains, impacts associated with adversely affecting a scenic vista would be less than significant.

Upon completion of construction on the Project site, the new structure would be a new permanent visual element in the environment. The new structures and operations associated with the Project would change the foreground views of the San Gabriel Mountains as observed from viewers looking north, across the site. However, most views are already obscured, limited, and short-in duration so views, as seen to the north, would not be significantly adversely affected.

SB330 Replacement Site

The proposed rezoning of the SB330 Replacement Site would not substantially change the overall character of this area, nor would it alter views of any scenic vista in comparison to current zoning. No development is proposed at this time. Any future development would be required to follow the City's

standard discretionary review process, including compliance with the City's municipal code and CEQA. No significant impacts are anticipated in this regard.

Impact 7.1-2: *Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?*

Level of Significance: No Impact

Specific Plan-Phase I/Future Development Areas

The Project site is located approximately 0.80 miles east of State Route 83 (CA-83), the closest designated scenic highway; 2.7 miles south of State Route 60 (CA-60); 4.5 miles west of Interstate 15 (I-15); and 7.5 miles north of State Route 91 (CA-91). The nearest scenic corridors are Euclid Avenue, located four miles north and Mission Boulevard, located approximately six miles north. The Project would not substantially damage these scenic resources as the distance from scenic resources is too great to have a negative influence on scenic resources. Therefore, no impact will occur.

Upon completion of construction on the Project site, the new structure would be a new permanent visual element in the environment. The new structures and operations associated with the Project would change the foreground views of the San Gabriel Mountains as observed from viewers looking north, across the site. However, most views are already obscured, limited, and short-in duration so views, as seen to the north, would not be significantly adversely affected.

SB330 Replacement Site

See Impact 7.1-1 above. The proposed rezoning of the SB330 Replacement Site to higher density would not have any greater impact to these resources, as the proposed rezoning would not affect the limits of development, and no development is proposed at this time. Any future development would be subject to the City's standard discretionary review process, compliance with the City's municipal code, and CEQA compliance. No significant impacts are anticipated.

Impact 7.1--3: *Would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the Project is in an urbanized area, would the Project conflict with applicable zoning and other regulations governing scenic quality?*

Level of Significance: Less than Significant Impact.

Specific Plan-Phase I/Future Development Areas

The Project would be constructed in a rural landscape within a previously developed area and would include parcels designated as general industrial and business park land use zones with prominent views of the San Gabriel Mountains to the north and vague views of the San Bernardino Mountains to the east; all visible from the Project site. Construction of the Project would result in grading over approximately 219.39 acres to accommodate development of the approximately 5.4 million-square-foot Project encompassing eight buildings, as well as associated parking, right-of-way dedications, driveways, sidewalks, and landscaping. Construction of the Project site would result in temporary visual changes to

the site. Construction activities would involve earthmoving and grading activities and views from off-site areas of the work and construction equipment would be visible during this time. In addition, building of the proposed structures and interior site elements such as paving, installation of utilities, and installation of landscaping would result in temporary visual changes to the site. However, because the site is relatively flat and does not contain substantial variation in landforms, these activities would not result in substantial alteration of existing grades or any slopes that represent areas of substantial scenic quality. Site grading would comply with City standards, ordinances, and codes. Conformance with these codes would help reduce the potential stark changes to the visual environment during construction.

Because of its temporary nature, views of the site's construction would be typical of other construction activities, and because construction would not substantially contrast with surrounding uses or other ongoing construction in the vicinity, these impacts are less than significant. Therefore, as discussed above, although construction would change the site's appearance, it would not result in a substantial degradation to the existing visual character or quality of the site.

Upon completion of the Project, a permanent change to the existing views of the site from Merrill Avenue, the surrounding residences, and other surrounding uses and existing development would occur. The Project would be a total of 5.4 million square feet and is anticipated to be a typical concrete tilt-up structure similar to other industrial/ business park uses in the vicinity. To help reduce visual impacts, the warehouse would be designed in accordance with all required design and development standards of the City. The Project site would be of a high-quality development and would meet the proposed goals, policies, and actions in the General Plan. Additionally, the Project would be consistent with and is an in-kind use with other industrial development in the area.

More specifically, the Project buildings would be no more than 45 feet at their maximum height. The exterior of the building also would be articulated and at varying depths with windows and color variations in the paint scheme. Although the building would differ in appearance from some surrounding uses, it would not substantially degrade the existing visual character of the site or public views. To further reduce changes in the visual environment, the Project site would incorporate landscaping to visually buffer the structures and would include various embellishments such as trees, shrubs and ground covers, and other visual accents along the perimeter of the site and adjacent to the exterior walls of the proposed structures to complement the surrounding site. Therefore, impacts would be less than significant.

SB330 Replacement Site

The proposed rezoning of the SB330 Replacement Site to higher density would not have any greater impact to these resources, as the proposed rezoning would not affect the limits of development, and no development is proposed at this time. Any future development would be subject to the City's standard discretionary review process, compliance with the City's municipal code, and CEQA compliance. No significant impacts are anticipated.

Impact 7.1-4: *Would the project create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?*

Level of Significance: Less than Significant Impact

Specific Plan-Phase I/Future Development Site

The urbanized nature of the Project area would lead to a high baseline of light and glare from industrial and commercial businesses and vehicle lights traveling at night. Construction of Phase I of the Project site would be limited to daytime hours (unless otherwise approved by the City), and nighttime lighting would not be required until the site is operational. Therefore, no short-term impacts associated with light and glare would occur. These lights would be used to improve visibility and safety on the site and would be directed to maximize site visibility and minimize glare to sensitive receptors. Lighting would also be properly screened to avoid further impact to nearby receptors. Directly south of the Project area is an airport which emits a substantial amount of light and would increase illumination of the surrounding residences. In accordance with Ontario Municipal Code (OMC), §4-11.08, §4 11.09, and §6.03.050 (A), all parking facilities developed shall be provided with nighttime security lighting and designed to confine emitted light to the parking areas. This lighting may cause slight glare to the surrounding residences and vehicles passing along the bordering roadways. The maximum permitted height of luminaires within a parking lot shall not exceed a height of 14 feet when there is no cutoff involved. If a 90 degree or greater cutoff is enacted, the maximum height shall not exceed that of 24 feet. Anything less than 90 degrees of cutoff, the maximum height of luminaire shall be 30 feet.

Consistent with the City's Development Code, all lighting used on the Project site is required to be directed and/or shielded to prevent the light from adversely affecting adjacent properties, and no structures or features that create adverse glare effects are permitted. Thus, all exterior lighting would be shielded/hooded to prevent light trespass onto nearby properties. Additionally, the Project would use a variety of non-reflective building materials, and although some new reflective improvements (i.e., windows and building front treatments) would be introduced to the site, the Project would not be a source of glare in the area. Therefore, long-term impacts associated with light and glare would be less than significant.

SB330 Replacement Site

The proposed rezoning of the SB330 Replacement Site to a slightly higher density would not have any greater impact to these resources, as the proposed rezoning would not affect the limits of development, and no development is proposed at this time. The slight increase in density would not change the overall character of this area. Furthermore, development of this area was already addressed as part of the City's TOP EIR. Any future development would be subject to the City's standard discretionary review process, compliance with the City's municipal code, and CEQA compliance. No significant impacts are anticipated.

7.2 ENERGY

Impact 7.2-1: *Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?*

Impact 7.2-2: *Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?*

Level of Significance: *Less than Significant Impact*

Specific Plan-Phase I/Future Development Areas

Construction

During construction, the Project would consume energy through the combustion of fossil fuels in construction vehicles, worker commute vehicles, and construction. Construction vehicles and related energy-consuming equipment would be used during all phases of construction. Limitations on idling of vehicles and equipment and requirements that equipment be properly maintained would result in fuel savings.

The Project would use gasoline and diesel-powered construction and transportation equipment. The Project is estimated to consume 267,476 gallons of gasoline and 349,054 gallons of diesel fuel over the entire construction period. The construction fuel demands would account for 0.04% of the San Bernardino County annual gasoline consumption and 0.14% of San Bernardino County annual diesel fuel consumption.

Construction equipment would comply with the latest United States Environmental Protection Agency and California Air Resources Board engine emission standards designed to reduce pollutants and minimize unnecessary fuel consumption. Energy use during construction of the Project would not result in wasteful, inefficient, or unnecessary consumption of energy and would not require expanded energy supplies or the construction of new infrastructure. Therefore, it is anticipated that the construction phase of the Project would not conflict with State or local plan for renewable energy efficiency objectives. Impacts associated with construction would be less than significant.

Operation

The operational phase of the Project would consume energy as part of building operations and transportation activities. Building operations for the Project would involve energy consumption for multiple purposes, including but not limited to building heating and cooling, refrigeration, lighting, and electronics. Project would be required to comply with California Building Energy Efficiency Standards (Title 24). Title 24 establishes planning and design standards for sustainable site development, energy efficiency, water conservation, and material conservation.

Based on the modeling output files used to estimate GHG emissions associated with the proposed land uses, operations would consume approximately 24,111,453 kWh/year of electricity and 21,637,730 kBTU/year of natural gas. This additional demand would result in an 0.16% increase in electricity consumption and 0.04% increase in natural gas consumption for the County of San Bernardino.

In 2024, Californians are anticipated to use approximately 14,197,483,655 gallons of gasoline and approximately 3,195,776,812 gallons of diesel fuel. San Bernardino County annual fuel use in 2024 is anticipated to be 854,295,454 gallons of gasoline and 280,932,332 gallons of diesel fuel. Operational energy would also be consumed by vehicle trips associated with the Project. Fuel consumption would be primarily related to vehicles used by employees and visitors associated with the Project. Based on estimates contained in the CalEEMod output files (see Appendix B of the Draft EIR), Project related vehicle trips would result in the consumption of 2,818,869 gallons of gasoline and 3,645,871 gallons of diesel fuel annually. These annual fuel consumption estimates represent likely potential maximums that would occur

under Project Buildout Conditions. Under future conditions, average fuel economies of vehicles accessing the Project site can be expected to improve as older, less fuel-efficient vehicles are removed from circulation. Average fuel economies of vehicles accessing the Project site can also be expected to improve over time in response to fuel economy and emissions standards imposed on newer vehicles entering the transportation system.

Transportation fuels (gasoline and diesel) are produced from crude oil, which can be domestic or imported from various regions around the world. Based on current proven reserves, current crude oil production would be sufficient to meet 50 years of worldwide consumption.¹ As such, it is expected that existing and planned transportation fuel supplies would be sufficient to serve the Project's demand.

Mitigation measures (MM) AQ-2 through AQ-5 in the Air Quality Section will have the additional effect of reducing Project vehicle fuel consumption. **Mitigation measure AQ-2** requires the use of electrical offroad equipment such as forklifts and hostlers/yard trucks. **Mitigation measure AQ-3** requires electrical hookups at loading bays for cold storage. **Mitigation measure AQ-4** requires the implementation of a Transportation Demand Management (TDM) program to reduce single-occupant vehicle trips and encourage public transit. Additionally, **MM AQ-5** prohibits idling when engines are not in use.

The Project would meet or surpass standards established under the California Code Title 24, Part 6 (the California Energy Code) and California Green Building Standards Code (CALGreen; CCR, Title 24, Part 11) as implemented by the City. For these reasons, Project operational fuel consumption would not result in the use of energy in a wasteful manner and would not conflict or obstruct State or local plans for renewable energy or energy efficiency. Therefore, operation impacts associated with energy consumption would be less than significant.

SB330 Replacement Site

The proposed rezoning of the SB330 Replacement Site to a slightly higher density would not have any greater impact to these resources, as the proposed rezoning would not affect the limits of development, and no development is proposed at this time. Furthermore, development of this area was already addressed as part of the City's TOP EIR. The net effect of shifting this residential density from low medium density at the Specific Plan site to an average medium density at the SB330 Replacement Site is anticipated to result in an overall reduction in energy demand, due to higher density development having lower energy demand, from both an energy consumption perspective and with respect to transportation-related energy consumption. Also, any future development would be subject to the City's standard discretionary review process, and compliance with applicable local, state and federal regulations, including the City's municipal code and CEQA. No significant impacts would occur.

¹ BP Global, *Statistical Review of World Energy*, 2021.

7.3 MINERAL RESOURCES

Impact 7.3-1: *Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State? and;*

Impact 7.3-2: *Would the project 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 plans?*

Level of Significance: Less than Significant Impact

Specific Plan – Phase I/Future Development Area

The Project site is within the City of Ontario and its Sphere of Influence is designated Mineral Resource Zones (MRZ)-3, which is defined as areas where the significance of mineral deposits cannot be determined from available data. Only areas in the far north of the City have been designated as areas where significant mineral deposits are present or there is a likelihood of their presence, and development should be controlled. In addition, Figure OS-6f, Mineral Resource Zones, of The Ontario Plan (TOP) Draft EIR shows that the proposed Project area is also located within MRZ-3.² The development of the Project site would not result in the loss of identified regional or local mineral resources, conversion of an identified mineral resource use, or conflict with existing mineral resource extraction activities. Therefore, the development of the Project site would not result in a loss of statewide, regional, or locally important mineral resources. A less than significant impact is associated with this issue would occur and no mitigation is required.

SB330 Replacement Site

Similar to the Project site, the SB330 Replacement Site is within an MRZ-3 area, indicating that there are no known deposits of significant minerals. Further, the proposed rezoning at the SB330 Replacement Site would not change the overall development footprint, nor is any development proposed at this time. Therefore, impacts would continue to be less than significant.

7.4 RECREATION

Impact 7.4-1: *Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?*

Level of Significance: Less Than Significant Impact

Specific Plan-Phase I/Future Development Areas

The demand for parks is determined by changes and increases in housing and population. The Project site would be developed with an industrial use, and no new residents or housing would be introduced to the area. Therefore, buildout of the Project would not directly induce population growth or increase demand on parks and recreational resources. Impacts in this regard would be less than significant.

² City of Ontario. (2008). *Ontario Plan Draft EIR; Figure 5.11-1 Mineral Resource Zones*. Available at: <https://www.ontarioplan.org/wp-content/uploads/sites/4/2016/05/32084.pdf>. Accessed February 1, 2021.

SB330 Replacement Site

The nearest City park to the SB330 Replacement Site is Centennial Park, located approximately 1.4 miles northwest of the SB330 Replacement Site. With the proposed slight increase in residential density at the SB330 Replacement Site, this could result in an increase of usage to recreational facilities, although this would not be expected to cause substantial additional deterioration of recreational facilities outside of the SB330 Replacement Site area. No specific development is proposed at this time. As development is proposed, individual projects would pay required DIF fees to offset the need for local and citywide recreational facilities. On a City level, the net effect of shifting residential density from the Specific Plan site to higher density at the SB330 Replacement Site is anticipated to be a net reduction in recreational facility demand due to typically fewer persons per dwelling unit in higher density development. In addition, the SB330 Replacement Site is envisioned by the City as a pedestrian friendly mixed use transit-oriented development area, which would lend itself to more efficiently planned local and subregional recreational opportunities. For reasons noted above, the proposed rezoning would have no additional significant impacts beyond that evaluated in the City's TOP EIR. Therefore, impacts would be less than significant.

Impact 7.4-2: *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?*

Level of Significance: No Impact

Specific Plan-Phase I/Future Development Areas

The demand for parks is determined by changes and increases in housing and population. The Project site would be developed with an industrial use, and no new residents or housing would be introduced to the area. Therefore, buildout of the Project would not directly induce population growth or increase demand on parks and recreational resources. No impact would occur.

SB330 Replacement Site

Refer to Impact 7.4-1 above. The slight increase in residential density is not anticipated to require construction of additional recreational facilities to serve the SB330 Replacement Site beyond that envisioned in the City's TOP EIR. The rezoning results in a shift of residential density from the Specific Plan site to the SB330 Replacement Site, at a slightly higher density (but the same number of dwelling units). Higher density residential development typically has lower recreational facility demand (due to fewer persons per dwelling unit).³ Furthermore, any future development at the SB330 Replacement Site would be required to comply with the City's standard discretionary review process, including provision of adequate on-site recreational amenities, as well as payment of applicable DIF fees to offset impacts to recreational facilities. No impact would occur.

³ City of Ontario. 2009. *The Ontario Plan DEIR*, Appendix J: Land Use Modeling Methodology. <https://www.ontarioplan.org/wp-content/uploads/sites/4/2016/05/32253.pdf> (accessed February 2021).

7.5 WILDFIRE

Impact 7.5-1: *If located in or near SRA or lands classified as Very High FHSZ, would the Project: Substantially impair an adopted emergency response plan or emergency evacuation plan?*

Level of Significance: No Impact

Specific Plan- Phase I/Future Development Areas

According to CAL FIRE'S Fire Hazard Severity Zone (FHSZ) Viewer,⁴ the Project site is not within Very High FHSZ zone and is within a Local Responsibility Areas (LRA) zone. The Project is not within a State Responsibility Area (SRA). Therefore, no impact would occur.

SB330 Replacement Site

CAL FIRE'S FHSZ Viewer Map identifies that the SB330 Replacement Site is not within a Very High FHSZ zone, and is within an LRA zone (it is not within an SRA zone). The replacement site is approximately 9.0 miles northeast from a Very High FHSZ zone located within the City of Ontario. Any future development would be required to comply with applicable local and state requirements, including applicable provisions of the City's municipal code related to fire safety and emergency access. Therefore, the proposed slight increase in residential density is not anticipated to result in any new or substantially severe environmental impact in this regard.

Impact 7.5-2: *Would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?*

Level of Significance: Less than Significant Impact

Specific Plan-Phase I/Future Development Areas

The development of the Project would remove the existing agriculture and decrease the risk of any potential fire outbreak. Thus, wildfire is not anticipated to occur on-site that would expose Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Worst-case extreme high winds that could exacerbate wildfire would not expose construction workers to pollutant concentrations since all agriculture uses would be removed. The Project site is also in a well-ventilated area with existing roadways which would be further improved once the Project is completed. The site and its surrounding areas do not contain tall trees that would experience a crown fire.

Furthermore, due to the presence of surrounding development, non-contiguous nature of the existing undeveloped areas, presence of area roadways, lack of steep slopes, and concrete construction of the Project, it is not likely to be affected by a wildfire during construction or operations. In addition, the surrounding agricultural areas would be separated from the structures by roads, landscaping, parking, and other accommodating Project features. Lastly, the construction of the Project would be predominantly

⁴ State of California. (2020). California Fire Hazard Severity Zone Viewer. <https://gis.data.ca.gov/datasets/789d5286736248f69c4515c04f58f414> (accessed February 2021).

concrete which is not typically susceptible to fire. Specifically, the site would be built consistent with the California Building Code Chapter 7A requiring new buildings to use ignition-resistant construction methods and materials. It is anticipated that these design elements would reduce exposure of the Project site and structure to wildfire. Furthermore, the City's plan for fire prevention requires that all plans are reviewed and are required for all new buildings and for changes to existing buildings. The OFD reviews these plans to help ensure that the applicable codes, ordinances, and standards are being followed, and to prevent unnecessary hazards. Therefore, there will be a less than significant impact.

SB330 Replacement Site

The proposed slight increase in residential density at the SB330 Replacement Site is not anticipated to result in any new or substantially more severe environmental impact related to wildfire. No specific development is proposed at this time. Any future development would be required to comply with applicable local and state requirements, including applicable provisions of the City's municipal code related to fire safety and emergency access. Therefore, the proposed slight increase in residential density is not anticipated to result in any new or substantially severe environmental impact in this regard.

Impact 7.5-3: *Would the Project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?*

Level of Significance: Less than Significant Impact

Specific Plan- Phase I/Future Development Areas

The Project would include the construction of roadways, landscaping, signage, lighting, and utility improvements. The Project site is consistent with the area's land use and would be consistent with the City's zoning designation upon approval of the proposed zone change. The site is not located near a wildland interface and it is not within a designated Very High FHSZ. The Project site would include installation of utilities and roads within the Project area. The Project does not include any fuel breaks and does not require a fuel break. In addition, emergency water sources are not required beyond water supply needed to comply with applicable building codes as well as the City's Municipal Code. No elements of the Project would exacerbate the risk of wildfire. Therefore, there would be less than significant impact.

SB330 Replacement Site

The proposed slight increase in residential density at the SB330 Replacement Site is not anticipated to result in any new or substantially more severe environmental impact related to wildfire risk. No specific development is proposed at this time. The proposed rezoning would not change the development footprint, nor is it anticipated to require substantial additional infrastructure (beyond what would be required under current zoning) that would, in turn, lead to an increase in wildfire risk. Any future development would be required to comply with applicable local and state requirements, including applicable provisions of the City's municipal code related to fire safety and emergency access. Therefore, the proposed slight increase in residential density is not anticipated to result in any new or substantially severe environmental impact in this regard.

Impact 7.5-4: *Would the Project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?*

Level of Significance: Less than Significant Impact

Specific Plan- Phase I/Future Development Areas

Aerial imagery indicates that the Project is in a rural part of the City and is not adjacent to a wildland-urban interface or in an area subject to landslide after a wildland fire event. Development of the Project would alter existing ground contours of the Project site and would increase the impervious surface area on the site, all of which would result in changes to the existing drainage patterns interior to the site. The Project would include the installation of a 120-inch public storm drain main along Grove Avenue leading south to existing facilities via modification of an existing channel. The overall Project would result in a network of drainage lines on- and off-site to accommodate stormwater runoff flows. The drainage plan for the Project site is designed according to the City of Ontario's Master Plan standards. The new storm drain would increase the efficiency of the drainage infrastructure in that area and provide an updated conveyance system. Additional on-site storm drain improvements would include stormwater detention/retention/water quality basins, which would capture, treat, and/or gradually release stormwater into the downstream public storm drain system. On-site stormwater treatment would incorporate underground chambers installed within each building's parking area. The installation of the drainage design features would prevent flooding on- and off-site. A less than significant impact would occur.

SB330 Replacement Site

The proposed slight increase in residential density at the SB330 Replacement Site is not anticipated to result in any new or substantially more severe environmental impact related to wildfire risk. No specific development is proposed at this time. The proposed rezoning would not change the development footprint. In addition, the SB330 Replacement Site is relatively flat, and has a low landslide potential. The proposed rezoning is not otherwise anticipated to result in a new or substantially more severe exposure of people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage change that would, in turn, lead to an increase in wildfire risk. Any future development would be required to comply with applicable local and state requirements, including applicable provisions of the City's municipal code related to fire safety and emergency access. Therefore, the proposed slight increase in residential density is not anticipated to result in any new or substantially severe environmental impact in this regard.

7.6 REFERENCES

City of Ontario. (2008). *Ontario Plan Draft EIR; Figure 5.11-1 Mineral Resource Zones*. Available at: <https://www.ontarioplan.org/wp-content/uploads/sites/4/2016/05/32084.pdf>. Accessed February 1, 2021.

State of California. (2020). California Fire Hazard Severity Zone Viewer. <https://gis.data.ca.gov/datasets/789d5286736248f69c4515c04f58f414>. Accessed February 2021.

TOP. Seismic Hazards. (2006). Retrieved from: <https://www.ontarioplan.org/wp-content/uploads/sites/4/2015/05/seismic-hazards.pdf>.

TOP. Flood Hazards. (2006). Retrieved from: <https://www.ontarioplan.org/wp-content/uploads/sites/4/2015/05/flood-hazards.pdf>.

8.0 EIR CONSULTATION AND PREPARATION

This section is consistent with the requirements set forth in §21153 of the PRC and §15129 of the CEQA Guidelines, which states: “The EIR shall identify all federal, state, or local agencies, other organizations, and private individuals consulted in preparing the draft EIR, and the persons, firm, or agency preparing the draft EIR, by contract or other authorization.” Refer to *Section 2.2, Notice of Preparation* for a summary of public notification and consultation.

The NOP and NOP comment letters are provided in *Appendix A1, Notice of Preparation & Public Scoping Meeting*. The City provided multiple opportunities for public input, both as part of the CEQA process and as part of Project scoping. In addition to required public notifications under CEQA, the City has engaged in extensive consultation with the Gabrieleno Band of Mission Indians – Kizh Nation, pursuant to AB 52 and SB 18, as discussed further in *Section 4.14, Tribal Cultural Resources* and provided in *Appendix D2, Native American Consultation*.

8.1 PERSONS AND ORGANIZATIONS CONSULTED

City of Ontario (CEQA Lead Agency)

Planning Department

303 East B Street

Ontario, California 91764

Contacts: Alexis Vaughn, Assistant Planner (Project Planner)
Rudy Zeledon, Planning Director
Charles Mercier, Principal Planner
Scott Murphy, Executive Director of Community Development
Edmelynn Hutter, Senior Planner
Miguel Sotomayor, Associate Engineer
Raymond Lee, P.E., Assistant City Engineer

Ontario Municipal Utilities Company

Dennis Mejia, Utilities Engineering Manager

Thom Lambertson, PE, PMP, Senior Associate Engineer

Real Estate Development Associates (Project Applicant)

Bill Goltermann, Principal

Jason Krotts, Principal

Jeffery G. Johnston, Senior Vice President

EPD Solutions, Inc. (Specific Plan/Development Advisor)

Jeremy Krout, AICP, President

Norah Jaffan, Senior Project Manager

Interested Parties and Organizations

As noted above, the City engaged in public and agency consultation through the NOP and public scoping process. The following entities provided comments on the NOP, which have been considered as part of this EIR preparation process.

California Department of Transportation	<i>Jacob Mathew, D-8 Planning</i>
City of Chino	<i>Warren Morelion, AICP, City Planner</i>
City of Eastvale	<i>Gustavo N. Gonzalez, AICP, Planning Manager</i>
South Coast Air Quality Management District	<i>Lijin Sun, J.D, Program Supervisor, CEQA IGR</i>
Chino Hills Ferrari Club	<i>Chuck Stuewe, ATP</i>

8.2 LIST OF PREPARERS

Environmental Consultant

Kimley-Horn and Associates, Inc.

3880 Lemon Street, Suite 420
Riverside, California 92501

Contacts: Kevin Thomas, CEP, ENV SP, Project Manager
Achilles Malisos, Air Quality/Greenhouse Gas/Health Risk Assessment/Noise/Energy
Alex Pohlman, Air Quality/Greenhouse Gas/Health Risk Assessment/Noise/Energy
Amanda McCallum, Document Production
Aldo Perez, Environmental Analyst, Graphics Designer
John Fyne-Nsofor, Environmental Analyst
Meghan D. Karadimos, Senior Environmental Analyst
Sabrina Wallace, Environmental Analyst
Sam McWhorter, PE, Water Supply Assessment

Technical Consultants

Hernandez Environmental Services

(General Biological Assessment)
17037 Lakeshore Drive
Lake Elsinore, California 92530

Contact: Juan Jose Hernandez, Principal Biologist

Earthwise Arborists

(Arborist Report)
711 Fee Ana Street
Placentia, California 92870

Contact: Job Delgadillo, ISA Certified Arborist; Qualified Applicator

Ecological Sciences, Inc.

(Focused Burrowing Owl Surveys)

24307 Magic Mountain Parkway, #538

Valencia, California 91355

Contact: *Scott Cameron*

Material Culture Consulting

(Cultural and Paleontological Resources Assessment)

2701 B N. Towne Avenue

Pomona, California 91767

Contact: *Tria Marie Belcourt, M.A., Registered Professional Archaeologist*

Jennifer Kelly, M.Sc., Geology, Professional Paleontologist

Sonia Sifuentes, M.Sc, Registered Professional Archaeologist

Julia Carvajal, M.A., Archaeologist

Pamela Daly, M.S.H.P., Daly & Associates

Southern California Geotechnical, Inc.

(Geotechnical Feasibility Study)

(Infiltration Testing Report)

22885 Savi Ranch Parkway, Suite E

Yorba Linda, California 92887

Contact: *Robert G. Trazo, M.Sc, GE, Principal Engineer*

Daniel W. Nielson, RCE, Senior Engineer

Group Delta Consultants, Inc.

(Phase I Environmental Site Assessment)

1035 South Milliken Avenue, Suite G

Ontario, California 91761

Contact: *Glenn Burks, Ph.D., P.E., Principal, Director of Environmental Services*

Elaine H., Staff Engineer

Thienes Engineering

(Development Plan)

(Preliminary Hydrology Calculations)

(Preliminary Water Quality Management Plan)

14349 Firestone Boulevard

La Mirada, California 90638

Contact: *Reinhard Stenzel, R.C.E.*

Ricky Hwa

Luis Prado

Urban Crossroads

(Traffic Impact Analysis)

(Vehicle Miles Traveled Analysis)

(Vehicle Miles Traveled SB 330)

1133 Camelback Street

Newport Beach, California 92658

Contact: *Aric Evatt, PTP*

Charlene So, P.E.

Conner Paquin, P.E.

Robert Vu, PE