Environmental Checklist

303 East B Street, Ontario, California 91764 Phone: 909.395.2036/Fax: 909.395.2420

1. Project Title/File No.: PDEV21-037- South Bon View Warehouse

2. Lead Agency: City of Ontario-Planning Department, 303 East B Street, Ontario, California 91764

3. Contact Person: Luis E. Batres, Phone: (909) 395-2431, Email: Lbatres@ontarioca.gov

4. Project Sponsor: Dedeaux Properties, Inc.; 100 Wilshire Boulevard, Suite 250, Santa Monica, CA 90401

5. Project Location: The project site is located in southwestern San Bernardino County, within the City of Ontario. The City of Ontario is located approximately 40 miles from downtown Los Angeles, 20 miles from downtown San Bernardino, and 30 miles from Orange County. As illustrated on Figures 1 and 2, below, the project site is located at 1514 and 1516 South Bon View Avenue (APNs: 1050-121-04, 1050-121-05 and 1050-211-08).

6. Policy Plan (General Plan) Designation: Industrial (IND) (see Figure 3).

7. Zoning Designation: General Industrial (IG) (see Figure 4).

8. Description of Project:

General Description
The Applicant, Dedeaux Properties, Inc., proposes to demolish seven existing structures and develop an approximately 167,600-square-foot industrial warehouse building on 7 acres of land located at 1516 South Bon View Avenue. The proposed project would include up to 162,600-square-feet of warehouse area and 5,000-square-feet of office area. The project would include 18 dock doors, one at-grade door, and 105 standard parking stalls and 5 trailer-parking spaces (see Figure 5). Access to the site would be provided by two driveways along South Bon View Avenue.

Site Access and Circulation
Access to the site will be provided along South Bon View Avenue, via one 30-foot wide northern driveway and one 40-foot wide southern driveway. Regional access to the site is provided via State Route (SR) 83 at the East Francis Street exit, in addition to SR-60 at the South Grove Avenue exit. Local access to the site is provided via South Bon View Avenue, East Francis Street, South Campus Drive, and Mission Boulevard. Access to the site for automobiles and fire truck access would be provided via the northern driveway along South Bon View Avenue, while main automobile and truck/trailer access would be provided via the southern driveway along South Bon View Avenue (see Figure 5).

Off-site Improvements
The proposed project would include a total of 19,588 square feet of off-site improvements. The project applicant proposes to construct two commercial driveways and approximately 4,370 square feet of sidewalk and landscape improvements along the Bon View Avenue project frontage. Five existing driveways would be removed, and curb and gutter would replace the areas in between the gaps. The existing curb and gutter would be protected in place. Two 10-inch fire water service lines, two new public hydrants—a 3-inch domestic service and a 2-inch

irrigation service—would be extended from the water main along South Bon View Avenue, to the project property line. A 6-inch sewer lateral would be extended from the existing main in South Bon View Avenue, to the project property line. An existing fire hydrant, two existing irrigation service laterals, one domestic water service lateral, one existing fire service lateral, and two existing sewer laterals would be removed. The proposed project would upsize the existing water main by replacing it with a new 16-inch water main that would be installed from the northern end of the project frontage on South Bon View Avenue, traveling south to the existing 16-inch water main located at the intersection of Francis Street. As part of this replacement, a 6.5-foot-wide trench would be constructed in accordance with City standards. Utility trenching, pavement repair, and driveways would account for 15,218 square feet of replacement of existing improvements for this portion of work along South Bon View Avenue (see Figure 6).

Storm Drainage
The proposed project would install an on-site storm drain system consisting of ribbon gutters, catch basin inlets, and underground pipes. Runoff would be directed toward an underground infiltration basin located within the drive aisle toward the southeast corner of the project site. Stormwater quality low flows from the site are expected to be retained and infiltrated into the native soil while the excess overflow would be released toward South Bon View Avenue via surface and sidewalk underdrain. In terms of drainage and stormwater quality, the proposed project would be designed to conform to the requirements of the San Bernardino County Hydrology Manual, and Santa Ana Regional Water Quality Control Board (Santa Ana RWQCB) Order No. R8-2002-0012 (National Pollutant Discharge Elimination System [NPDES] Permit No. CAS618036) and relevant design would be documented in technical report formats (i.e., Water Quality Management Plan [WQMP] and Drainage Report).

Demolition
The proposed project would result in the demolition of a total of seven existing structures, including an approximately 343-square-foot telecommunications structure, 1,512-square-foot metal shed, 35,625-square-foot metal warehouse building, 8,091-square-foot metal covered storage area, 2,657-square-foot wood framed office building, 5,084-square-foot metal warehouse building, 1,890-square-foot wood framed office building, and 127,915-square-foot asphalt parking area within the site (see Figure 2).

Construction
The proposed warehouse building would be concrete tilt-up panel construction, with metal roof deck over steel bar joist. Entrances would be covered with aluminum entry canopies. The building would be designed for a 36-foot interior height at the perimeter walls, with the maximum overall height of approximately 40 feet at office corners, and a 42-foot-tall accent wall.

Landscaping
The proposed project would include approximately 33,854 square feet of landscaping along the eastern perimeter of the site near South Bon View Avenue and throughout the parking areas. Landscaping would include a mix of ground cover and shrubs including blue flame agave, dwarf white striped agave, weber's agave, dwarf coyote brush, California brittle brush, red yucca, canyon prince rye, Cleveland sage, purple verbena, prostrate rosemary, pink muhly, shrubs, including, and trees, including western sycamore, Chinese elm, desert museum palo verde, Mondell pine, lavender crape myrtle, coastal live oak. The proposed project would employ a low flow irrigation system to ensure that water efficiency would meet or surpass the current State mandated Assembly Bill (AB) 1881 Water Efficient Landscape Ordinance (WELO).

Lighting
The proposed project would operate 24-hours a day, 7 days a week as a warehouse facility; thus, lighting would be designed to maximize employee safety and security while complying with City standards to address adjacency issues.

Standard Conditions
Standard Conditions, as required by the California Green Building Standards Code (CALGreen) are identified throughout this document and applied where appropriate.

Project Design Features

The proposed project would include the following project design feature (PDF) to aid in the proposed project's consistency with the City of Ontario Community Climate Action Plan (CCAP):[1]

PDF GHG-1 The proposed project's rooftop shall be designed and wired to accommodate the installation of a minimum of 15 percent solar photovoltaic panels as required by California Green Building Standards Code to generate on-site renewable energy. Once an end user has been identified for the proposed project, the area and location of rooftop solar shall be determined and installed based on the energy needs and any other requirements of the end user.

Utilities
The project site is currently and would continue to be served by the following utility providers:

- Electricity: Southern California Edison (SCE)
- Natural Gas: Southern California Gas Company (SoCalGas)
- Sewage: Ontario Municipal Utilities Company
- Potable Water: Ontario Municipal Utilities Company
- Solid Waste Removal: Integrated Waste Department
- Telecommunications: Verizon Communications and AT&T

Phasing and Construction
Construction of the proposed project and off-site roadway improvements is estimated to start in January 2023; grading of the site would take approximately 30 days. Construction would be completed in one phase that is estimated to begin in January 2023 and conclude in January 2024. The proposed project is expected to be operational in the first quarter of 2024.

Operation and Employment
Hours of operation for the proposed project would be 24 hours per day, 7 days per week. Operational activities within the project site would comply with the permitted uses of the IG zoning district found in the Ontario Municipal Code, which accommodates a wide range of manufacturing and assembly activities, storage and warehousing activities, and other similar uses developed at a maximum intensity of 0.55 floor area ratio (FAR).[4] The proposed project would employ a total of approximately 30 to 40 employees on-site.

[1] City of Ontario. 2022. Ontario Community Climate Action Plan. August 16, 2022.

Source: Census 2000 Data, The California Spatial Information Library (CaSIL).

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5 2.5 0 5 Miles

Figure 1
Regional Location Map

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DEDEAUX PROPERTIES, INC.
BON VIEW WAREHOUSE PROJECT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Figure 1: Regional Location Map

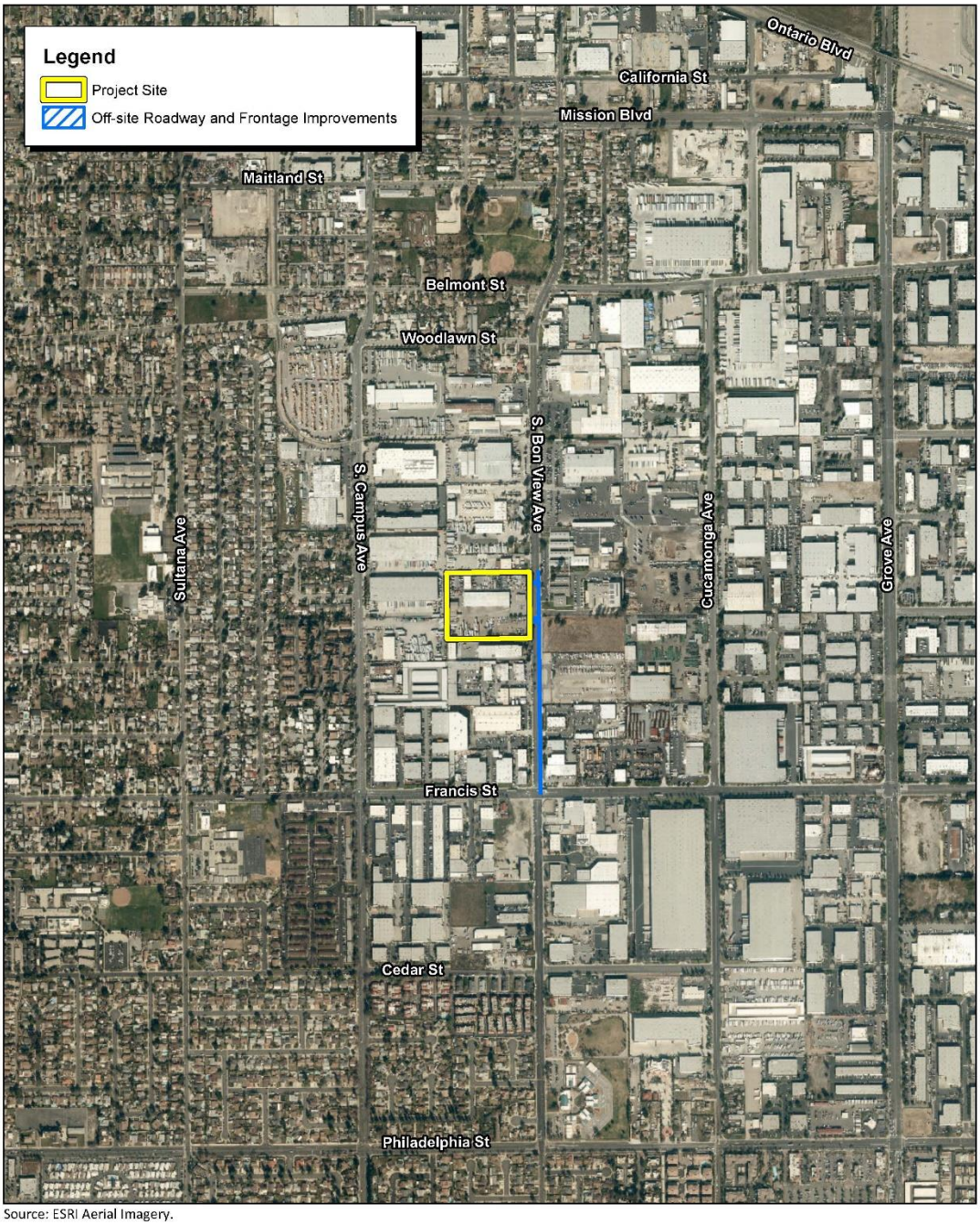
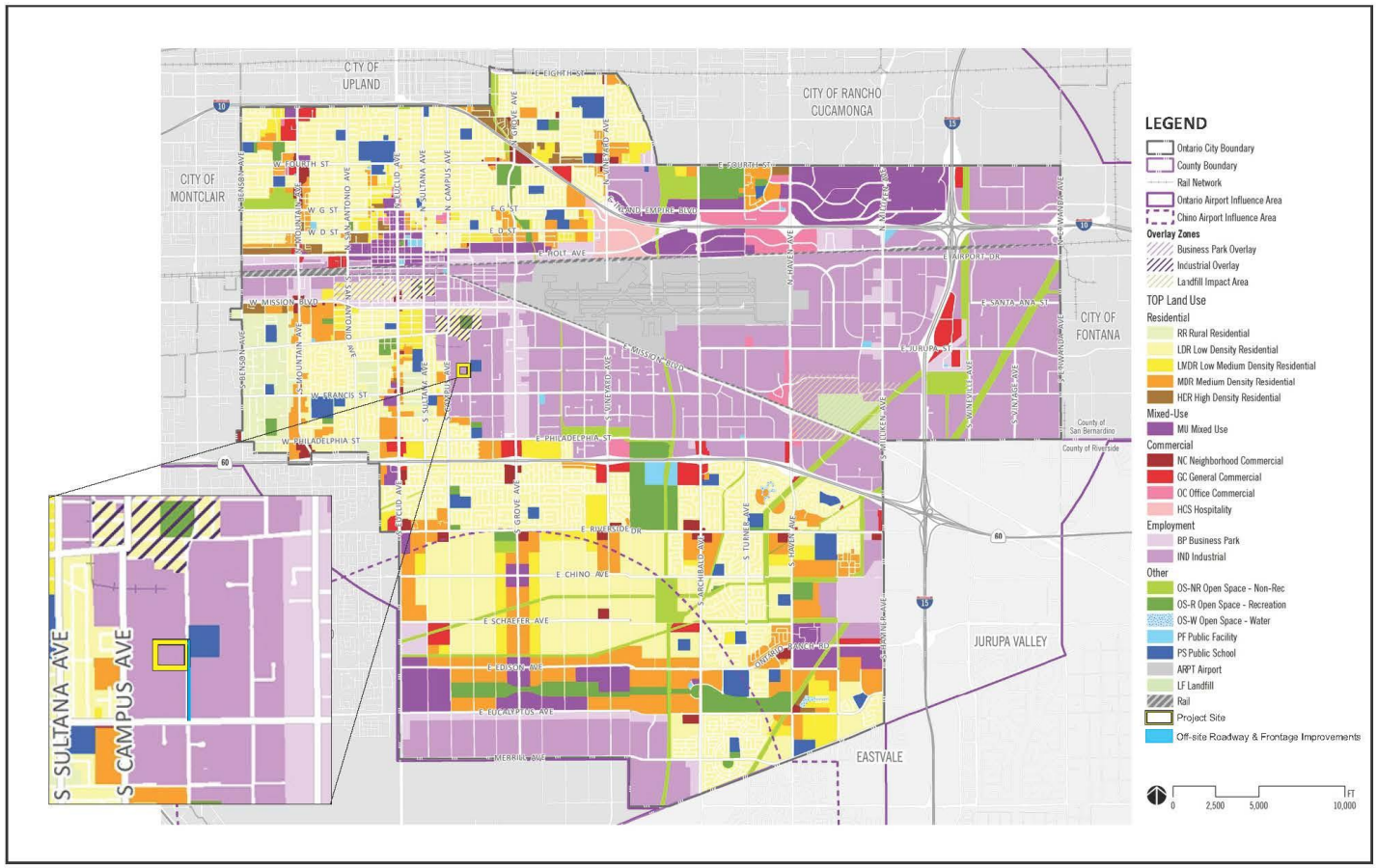


Figure 2: Local Vicinity Map



Source: City of Ontario General Plan Land Use.

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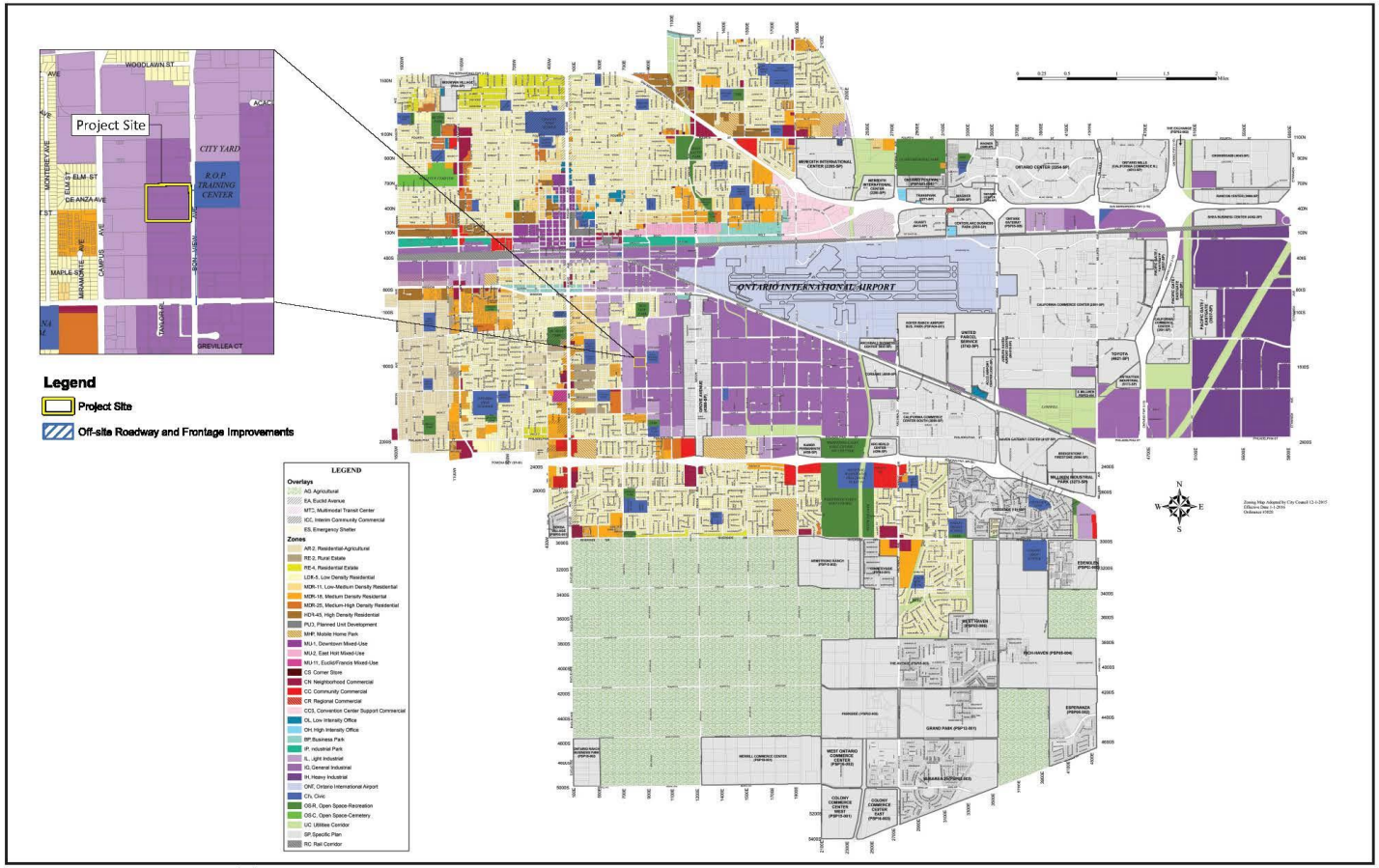
Figure 3
Existing General Plan Land Use Designation

DEDEAUX PROPERTIES, INC.
BON VIEW WAREHOUSE PROJECT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Figure 3: Existing General Plan Land Use Designation



Source: City of Ontario Zoning Map, 2/2/2021.

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Figure 4
Existing Zoning Designation

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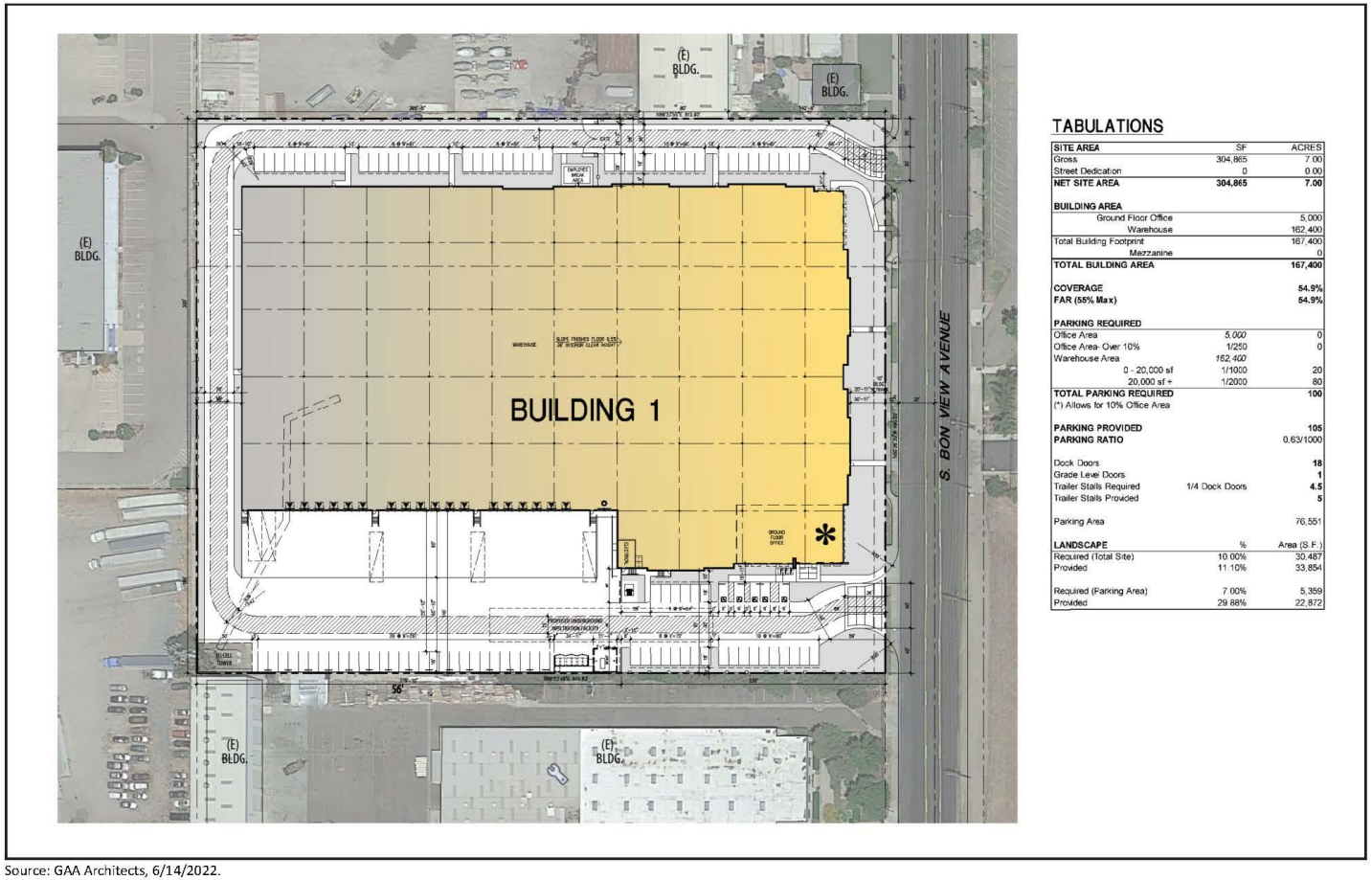
DEDEAUX PROPERTIES, INC.
BON VIEW WAREHOUSE PROJECT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Figure 4: Existing Zoning Designation



Source: GAA Architects, 6/14/2022.

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Figure 5
Site Plan

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DEDEAUX PROPERTIES, INC.
BON VIEW WAREHOUSE PROJECT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Figure 5: Site Plan

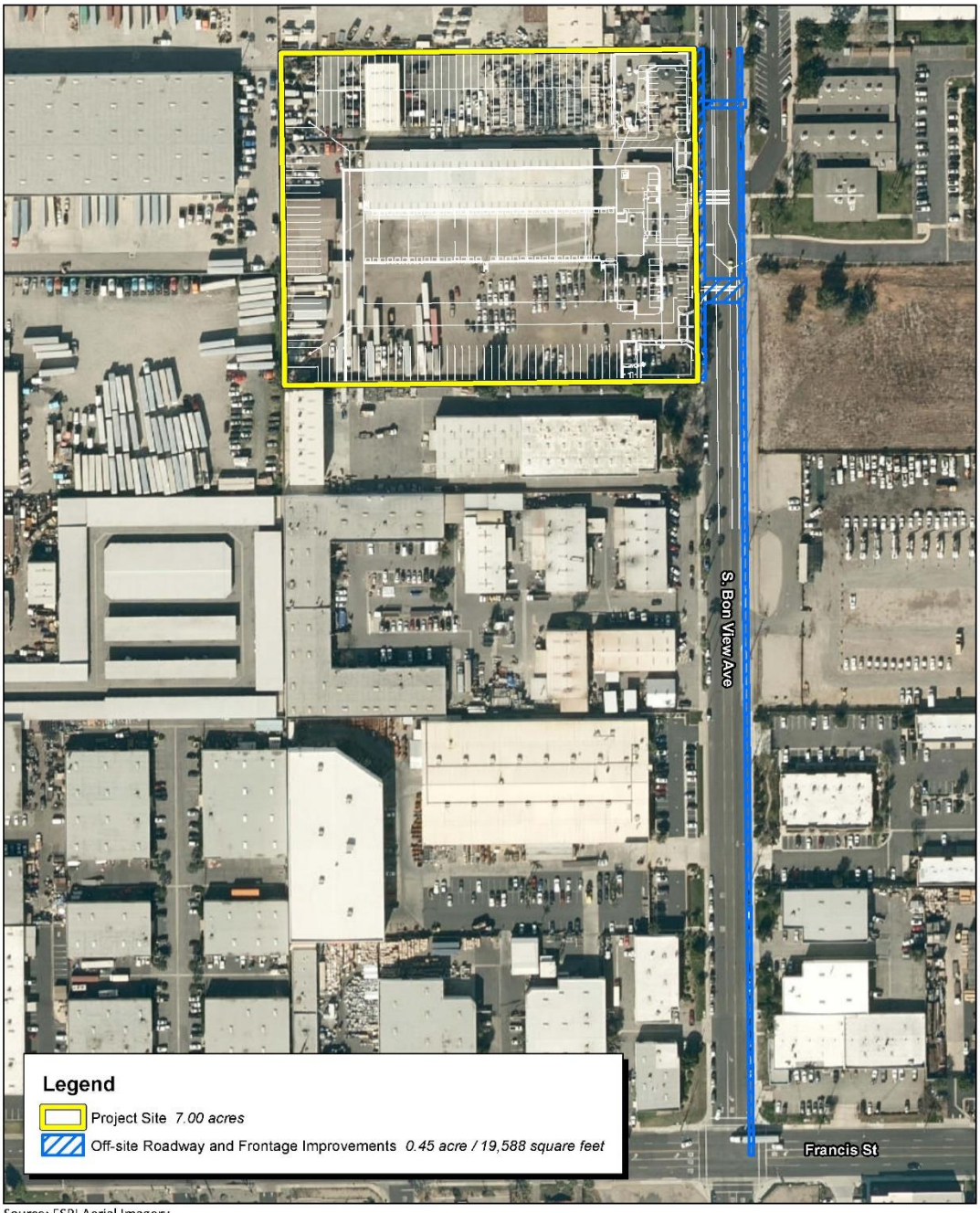

Figure 6: Project Off-site Roadway and Frontage Improvements

9. Project Setting: The 7-acre project site is located in the City of Ontario in San Bernardino County, California (Figure 1). The City of Ontario (City) is surrounded by the City of Upland in the north, the City of Pomona to the west, the City of Chino to the south, and the Cities of Jurupa Valley and Fontana to the east. Regional access to the site is provided via SR-83 at the East Francis Street exit in addition to SR-60 at the South Grove Avenue exit. Local access to the site is provided via South Bon View Avenue, East Francis Street, South Campus Drive, and Mission Boulevard. The project site is located at 1514 and 1516 South Bon View Avenue in the City of Ontario. The project site is located on three parcels associated with Assessor's Parcel Numbers (APNs) 105-012-104, 105-012-105, and 105-021-108, totaling approximately 7 acres.

The project site is located within the Santa Ana Del Chino Land Grant of the *Ontario, California* United States Geological Survey (USGS) 7.5-minute Topographic Quadrangle Map. The project site is fully developed with several existing buildings associated with a towing service, plastering company, engine repair services, and associated paved parking areas. A single-family home that has been converted for commercial use is located at 1514 South Bon View Avenue. The site has been previously developed, with most of the site being paved over or consisting of bare soil. Little to no native vegetation is present on-site with nearly all vegetation consisting of ornamental plants.

10. Surrounding Land Uses:

	Existing Land Use	General Plan Designation	Zoning Designation	Specific Plan Land Use
Site:	Wireless telecommunications facility, towing service, building contractor, motor vehicle repair services, and vehicle storage	Industrial	IG (General Industrial)	N/A
North:	Industrial Warehouse	Industrial	IG (General Industrial)	N/A
South:	Industrial Warehouse	Industrial	IG (General Industrial)	N/A
East:	South Bon View Avenue, Ontario-Montclair School District, Baldy View Regional Occupational Program (ROP) and vacant lot.	Public School and Industrial	CIV (Civic) and IG (General Industrial)	N/A
West:	Industrial Warehouse	Industrial	IG (General Industrial)	N/A

11. Other public agencies whose approval is required (e.g., permits, financing approval or participation agreement): The City of Ontario has discretionary authority over the proposed project and is the California Environmental Quality Act (CEQA) Lead Agency for the preparation of this Draft IS/MND. In order to implement the project, the City would need to secure the following permits/approvals:

- Approval of the Draft IS/MND
- Design Review
- Approval of the proposed project
- Lot Line Adjustment
- Demolition, Grading, and Building permits

12. California Native American Tribes Consultation: Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code Section 21080.3.1?

☒Yes ☐ No

If "yes" has consultation begun?

☒ Yes ☐ No ☒ Completed

SATISFACTION OF FORM R PERFORMANCE STANDARDS

Provide the information demonstrating that the infill project satisfies the performance standards in Form R below. For **mixed-use projects**, the predominant use will determine which performance standards apply to the entire project.

1. Does the nonresidential infill project include a renewable energy feature? If so, describe below. If not, explain below why it is not feasible to do so.

The proposed project would comply with the applicable electric vehicle (EV) charging infrastructure standards for the development type, such as pre-wiring to facilitate future installation of EV charging stations. The 2019 California Building Standard Code (CBC) Title 24, Part 11, Chapter 5, Section 5.106.5.2 requires no less than 16 parking spaces to be dedicated for low-emitting, fuel efficient, and carpool/vanpool vehicles for projects with 151-200 parking spaces. Title 24, Part 11, Chapter 5, Section 5.106.5.3 requires no less than 10 parking spaces to be "EV-Ready," including prewiring and circuit raceways, as applicable, for projects with 151-200 parking spaces. As a result, the proposed project would be incrementally increasing overall reliance on renewable energy sources by including on-site renewable energy generation technologies and incorporating EV charging infrastructure to facilitate the future use of EVs. Furthermore, the proposed project would install minimum 15 percent solar as required by California Green Building Standards Code to be solar ready, meaning that its rooftop would be designed and wired to accommodate the installation of photovoltaic panels to generate on-site renewable energy. Once an end user has been identified for the proposed project, the extent (i.e., the area and location) or rooftop solar panels would be determined and installed based on the energy needs and other requirements of the end user. This has been incorporated as PDF GHG-1.

2. If the project site is included on any list compiled pursuant to Government Code Section 65962.5, either provide documentation of remediation or describe the recommendations provided in a preliminary endangerment assessment or comparable document that will be implemented as part of the project.

As stated in Section 9, Hazards and Hazardous Materials below, the Phase I Environmental Site Assessment (Phase I ESA) prepared for the proposed project determined that the

project site is not listed on a hazardous materials site compiled pursuant to Government Code Section 65962.5.

3. If the infill project includes residential units located within 500 feet, or such distance that the local agency or local air district has determined is appropriate based on local conditions, a high-volume roadway or other significant source of air pollution, as defined in Form R, describe the measures that the project will implement to protect public health. Such measures may include policies and standards identified in the local general plan, specific plans, zoning code or community risk reduction plan, or measures recommended in a Health Risk Assessment, to promote the protection of public health. Identify the policies or standards, or refer to the site-specific analysis, below. (Attach additional sheets if necessary.)

The proposed project is an infill project of a warehouse, located in an industrial area. There are not residential units included as a part of the project.

4. For **residential** projects, the project satisfies which of the following?

☐ Located within a low vehicle travel area, as defined in Form S. (Attach VMT map.)

☐ Located within 1/2 mile of an existing major transit stop or an existing stop along a high-quality transit corridor. (Attach map illustrating proximity to transit.)

☐ Consists of 300 or fewer units that are each affordable to low-income households. (Attach evidence of legal commitment to ensure the continued availability and use of the housing units for lower income households, as defined in Health and Safety Code Section 50079.5, for a period of at least 30 years, at monthly housing costs, as determined pursuant to Health and Safety Code Section 50053.)

5. For **commercial** projects with a single building floorplate below 50,000 square feet, the project satisfies which of the following?

☐ Located within a low vehicle travel area, as defined in Form R. (Attach VMT map.)

☐ The project is within one-half mile of 1800 dwelling units. (Attach map illustrating proximity to households.)

6. For **office building** projects, the project satisfies which of the following?

☐ Located within a low vehicle travel area, as defined in Form R. (Attach VMT map.)

☐ Located within one-half mile of an existing major transit stop or within one-quarter mile of a stop along a high-quality transit corridor. (Attach map illustrating proximity to transit.)

7. For **school** projects, the project does all of the following:

☐ The project complies with the requirements of California Education Code Sections 17213, 17213.1 and 17213.2.

☐ The project is an elementary school and is within one mile of 50 percent of the student population or is a middle school or high school and is within two miles of 50 percent of

the student population. Alternatively, the school is within one-half mile of an existing major transit stop or an existing stop along a high-quality transit corridor. (Attach map and methodology.)

☐ The project provides parking and storage for bicycles and scooters.

8. For **small walkable community projects**, the project must be a residential project that has a density of at least eight units per acre or a commercial project with a floor area ratio of at least 0.5, or both.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

DETERMINATION (To be completed by the Lead Agency)

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature:	Date: October 17, 2022
Printed Name: Luis E. Batres, Senior Planner	For: City of Ontario

EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a Lead Agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3. For the purposes of this checklist, "prior EIR" means the environmental impact report certified for a planning level decision, as supplemented by any subsequent or supplemental environmental impact reports, negative declarations, or addenda to those documents. "Planning level decision" means the enactment or amendment of a general plan, community plan, specific plan, or zoning code (CEQA Guidelines § 15183.3(f)(2)).

4. Once the Lead Agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect is significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

5. If the infill project would cause a significant adverse effect that either is specific to the project or project site and was not analyzed in a prior EIR or is more significant than what was analyzed in a prior EIR, the Lead Agency must determine whether uniformly applicable development policies or standards that have been adopted by the Lead Agency, or city or county, would substantially mitigate that effect. If so, the checklist shall explain how the infill project's implementation of the uniformly applicable development policies will substantially mitigate that effect. That effect of the infill project is not subject to CEQA if the Lead Agency makes a finding, based upon substantial evidence, that the development policies or standards will substantially mitigate that effect.

6. If all effects of an infill project were either analyzed in a prior EIR or are substantially mitigated by uniformly applicable development policies or standards, CEQA does not apply to the project, and the Lead Agency shall file a Notice of Determination.

7. Effects of an infill project that either have not been analyzed in a prior EIR, or that uniformly applicable development policies or standards do not substantially mitigate, are subject to CEQA. With respect to those effects of the infill project that are subject to CEQA, the checklist shall indicate whether those effects are significant, less than significant with mitigation, or less than significant. If there are one or more "Significant Impact" entries when the determination is made, an infill EIR is required. The infill EIR should be limited to analysis of those effects determined to be significant (CEQA Guidelines § 15183.3(d)).

8. "Less Than Significant with Mitigation Incorporated" applies where the incorporation of mitigation measures will reduce an effect of an infill project that is subject to CEQA from "Significant Impact" to a "Less Than Significant Impact." The Lead Agency must describe the mitigation measures, and briefly explain how those measures reduce the effect to a less than significant level. If the effects of an infill project that are subject to CEQA are less than significant with mitigation incorporated, the Lead Agency may prepare a Mitigated Negative Declaration. If all the effects of the infill project that are subject to CEQA are less than significant, the Lead Agency may prepare a Negative Declaration.

9. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to an infill project's environmental effects in whatever format is selected.

10. The explanation of each issue should identify:

    a. The significance criteria or threshold, if any, used to evaluate each question; and

    b. The mitigation measure identified, if any, to reduce the impact to less than significance.

Issues	***Potentially Significant Impact***	***Less Than Significant with Mitigation***	***Less Than Significant Impact***	***No Impact***
1. AESTHETICS. Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State Scenic Highway?	☐	☐	☐	☒
c) In non-urbanized areas, 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?)	☐	☐	☒	☐

Issues	*Potentially Significant Impact*	*Less Than Significant with Mitigation*	*Less Than Significant Impact*	*No Impact*
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐
2. AGRICULTURE AND FOREST RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the State's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to nonagricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Issues	*Potentially Significant Impact*	*Less Than Significant with Mitigation*	*Less Than Significant Impact*	*No Impact*
3. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or State ambient air quality standard?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐
4. BIOLOGICAL RESOURCES. Would the project:				
a) 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?	☐	☒	☐	☐
b) 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?	☐	☐	☐	☒
c) 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?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☒	☐	☐

Issues	*Potentially Significant Impact*	*Less Than Significant with Mitigation*	*Less Than Significant Impact*	*No Impact*
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State Habitat Conservation Plan?	☐	☐	☐	☒
5. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	☐	☐	☒	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☒	☐	☐
6. ENERGY. Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b) Conflict with or obstruct a State or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐
7. GEOLOGY AND SOILS. Would the project:				
a) 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?	☐	☐	☒	☐

Issues	*Potentially Significant Impact*	*Less Than Significant with Mitigation*	*Less Than Significant Impact*	*No Impact*
iv) Landslides?	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☒	☐	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐
8. GREENHOUSE GAS EMISSIONS. Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of greenhouse gases?	☐	☐	☒	☐
9. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☒	☐	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐

Issues	*Potentially Significant Impact*	*Less Than Significant with Mitigation*	*Less Than Significant Impact*	*No Impact*
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☒	☐
10. HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c) 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	☐	☐	☒	☐

Issues	*Potentially Significant Impact*	*Less Than Significant with Mitigation*	*Less Than Significant Impact*	*No Impact*
iv) impede or redirect flood flows?	☐	☐	☒	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐
11. LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) 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?	☐	☐	☐	☒
12. MINERAL RESOURCES. Would the project:				
a) 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?	☐	☐	☒	☐
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☒	☐
13. NOISE. Would the project result in:				
a) 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?	☐	☐	☒	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) 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?	☐	☐	☒	☐
14. POPULATION AND HOUSING. Would the project:				

Issues	*Potentially Significant Impact*	*Less Than Significant with Mitigation*	*Less Than Significant Impact*	*No Impact*
a) 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 road or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
15. PUBLIC SERVICES. Would the project:				
a. 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:				
1) Fire protection?	☐	☐	☒	☐
2) Police protection?	☐	☐	☒	☐
3) Schools?	☐	☐	☒	☐
4) Parks?	☐	☐	☒	☐
5) Other public facilities?	☐	☐	☒	☐
16. RECREATION.				
a) 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?	☐	☐	☒	☐
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which have an adverse physical effect on the environment?	☐	☐	☐	☒
17. TRANSPORTATION. Would the project:				
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐

Issues	*Potentially Significant Impact*	*Less Than Significant with Mitigation*	*Less Than Significant Impact*	*No Impact*
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	☐	☐	☒	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d) Result in inadequate emergency access?	☐	☐	☒	☐
18. TRIBAL CULTURAL RESOURCES. 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 the 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 California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	☐	☒	☐	☐
b. A resource determined by the Lead Agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the Lead Agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐
19. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably	☐	☐	☒	☐

Issues	*Potentially Significant Impact*	*Less Than Significant with Mitigation*	*Less Than Significant Impact*	*No Impact*
foreseeable future development during normal, dry and multiple dry years?				
c) 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?	☐	☐	☒	☐
d) 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?	☐	☐	☒	☐
e) Comply with federal, State, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐
20. WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
b) 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?	☐	☐	☒	☐
c) 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?	☐	☐	☒	☐
d) 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?	☐	☐	☒	☐
21. MANDATORY FINDINGS OF SIGNIFICANCE. (State CEQA Guidelines Section 15065(a).)				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or	☐	☒	☐	☐

Issues	*Potentially Significant Impact*	*Less Than Significant with Mitigation*	*Less Than Significant Impact*	*No Impact*
wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?				
b) Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?	☐	☒	☐	☐
c) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current project, and the effects of probable future projects.)	☐	☒	☐	☐
d) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐
Authority cited: Public Resources Code Sections 21083, 21094.5,5. Reference: Public Resources Code Sections 21094.5 and 21094.5.5.				

EXPLANATION OF ISSUES

1. AESTHETICS. Would the project:

Setting
This section provides a description of existing visual conditions at, and near, the project site and an assessment of changes to those conditions that would occur from implementation of the proposed project. Review of the City of Ontario General Plan provides a basis for the description and analysis in this section.

The aesthetic quality of a community is composed of visual resources, which are physical features that make up the visible landscape including land, water, vegetation, and the built environment (e.g., buildings, roadways, and structures).

A project's effect on the visual environment is generally defined in the following terms: (1) a project's physical characteristics and potential visibility, (2) the extent to which the project's presence would change the perceived visual character and quality of the environment where it would be located, and (3) the expected level of sensitivity that the viewing public may have in areas where project facilities would alter existing views.

The General Plan identifies views of the San Bernardino Mountains and San Gabriel Mountains to

the north as scenic vistas. The Euclid Corridor, approximately 0.8 mile west of the project site, and the Mission Boulevard Corridor, approximately 1.7 miles north of the project site, are also identified as scenic resources in the City of Ontario. However, these corridors are not visible from the site due to intervening development and their distance from the site.

Visual Setting
Views of the project site from the Euclid Corridor and the Mission Boulevard Corridor are obstructed by intervening development. Views from other nearby roadways, such as South Bon View Avenue, are unobstructed. Views in and around the project site include industrial commercial uses surrounding the project site.

The project area is predominantly industrial, with some commercial land uses. Industrial uses are oriented around the airport and primarily consist of airport-serving industrial uses, including warehouse uses and manufacturing services. Utilities are underground, but power transmission towers and concrete-lined drainage channels are visually prominent throughout the area. Billboards and large signs line the I-10, I-15, and SR-60 corridors. Remnants of Ontario's agriculture industry are interspersed south of Ontario International Airport. There are agricultural uses located approximately 1.80 miles south of the project site in the Ontario Ranch area, which has historically contained dairies, poultry farms and row crops, but is now rapidly suburbanizing.[2]

a. Have a substantial adverse effect on a scenic vista?

Discussion of Effects: **Less than significant impact.** The General Plan identifies the San Bernardino Mountains and San Gabriel Mountains as scenic vistas and identifies the Euclid Corridor and the Mission Boulevard Corridor as scenic resources. Because of intervening development, neither the Euclid Corridor, located approximately 0.8 mile west of the project site, and the Mission Boulevard Corridor, located approximately 1.7 miles north of the project site, are visible. Therefore, the proposed project would not have any effect upon these resources. Both the San Bernardino Mountains and San Gabriel Mountains are located at a distance from the project site to the north. The site is currently developed with structures totaling approximately 50,000 square feet as well as asphalt parking lot. The proposed project would be approximately 167,000 square feet in size and would maintain the industrial, developed nature of the site. Publicly accessible views of the mountains from the sidewalk along South Bon View Avenue would not be affected by the proposed project, as development would take place to the west and would not affect views to the east or north. On this basis, the proposed project would result in a less than significant impact to scenic vistas.

Mitigation: None.

b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State Scenic Highway?

Discussion of Effects: **No impact.** There are no California Department of Transportation (Caltrans) Designated or Eligible State Scenic Highways within the City of Ontario.[3] The nearest designated Scenic Highway is SR-55 in Orange County, approximately 14.5 miles south of the project site. This precludes the potential for substantial damage to scenic resources within view of a State Scenic Highway. Therefore, no impact would occur.

[2] City of Ontario. 2022. Final Supplemental Environmental Impact Report. Environmental Setting, Figure 4-1 Existing Land Use. Website:. August.
[3] California Department of Transportation (Caltrans). California Scenic Highway System Lists. Website:https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa. Accessed June 28, 2022.

Mitigation: None.

c. In non-urbanized areas, 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?)

Discussion of Effects: **Less than significant impact.** The project site is located within an urbanized area within the City of Ontario and the proposed use would maintain the site's existing industrial character. The proposed project would be consistent with existing zoning and general plan land use designation for the site. Therefore, impacts to existing visual character would be less than significant.

Mitigation: None.

d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Discussion of Effects: **Less than significant impact.** Sources of daytime glare include direct beam sunlight and reflections from windows, architectural coatings, glass, and other reflective surfaces. Nighttime illumination and associated glare are generally divided into two sources: stationary and mobile. Stationary sources include structure lighting and decorative landscaping, lighted signs, and streetlights. Mobile sources are primarily headlights from motor vehicles. The project site is currently developed and includes sources of light and glare associated with the established towing service, plastering company, engine repair services, and associated paved parking areas. The existing project site and surrounding uses include sources of light and glare, and the proposed project site would replace these existing sources with new sources of light and glare that would be consistent with the industrial nature of the site and its surroundings. Proposed lighting would also be required to comply with the design standards of the City of Ontario Development Code (Section 9-1.3325, Light, Glare, and Heat) which would ensure that light spillover to adjacent properties, buildings, or public and private streets and roadways would not occur. Therefore, the proposed project would not create a significant new source of lighting and glare. Impacts would be less than significant.

Mitigation: None.

2. AGRICULTURE AND FOREST RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California 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 (CAL FIRE) regarding the State's inventory of forest land, including the Forest and Range Assessment Project (FRAP) and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest protocols adopted by the California Air Resources Board (ARB).

Setting

The California Department of Conservation Farmland Mapping and Monitoring Program (FMMP) was established by the State Legislature in 1982 to assess the location, quality, and quantity of agricultural lands and conversion of them over time. The FMMP has established five farmland categories:

Prime Farmland is farmland with the best combination of physical and chemical features able to sustain long-term agricultural production. This land must have been used for irrigated agricultural production at some time during the last 4 years before the mapping date and have the ability to store moisture in soil well.

Farmland of Statewide Importance is similar to Prime Farmland but contains greater slopes and a lesser ability to store soil moisture.

Unique Farmland is usually irrigated but may include non-irrigated orchards or vineyards as found in some climate zones in California. This land must still have been cropped sometime during 4 years prior to the mapping date.

Farmland of Local Importance is important to the local agricultural economy as determined by each county's board of supervisors and local advisory committee.

Grazing Land is land on which the existing vegetation is suited to the grazing 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 FMMP classifies the project site as Urban and Built-Up Land.[4] There is no identified Farmland on the project site. The nearest mapped Farmland is approximately 2 miles southeast of the project site.

Williamson Act
The Williamson Act, classified in 1965 as the California Land Conversation Act, allows local governments to enter into contracts with private landowners, offering tax incentives in exchange for an agreement that the land will remain undeveloped or related open space use only for a period of 10 years.

There are no Williamson Act sites on or near the project site.

Forest Resources
CEQA requires the evaluation of forest and timber resources where those resources are present. However, the project site is located within an urban area of Ontario, and there is no forest land as described in Public Resources Code Section 12220(g), timberland as defined by Public Resources Code Section 4526, or property zoned for Timberland Production as defined by Government Code Section 51104(g) on the site or in its vicinity.

Would the project:

a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?

Discussion of Effects: **No impact.** The project site is located in an industrial and developed area of the City of Ontario. The project site designated as Industrial according to the City's General Plan and is zoned as IG by the City's Zoning Map. According to the Department of Conservation FMMP, the project site is designated as Urban and Built-Up Land. The nearest area of Prime Farmland is located approximately 2 miles southeast of the project site. Because the

[4] California Department of Conservation. Important Farmland Finder. Website: https://maps.conservation.ca.gov/dlrp/ciff/. Accessed June 28, 2022.

project site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), the proposed project would not convert such lands. As such, no impact would occur.

Mitigation: None.

b. Conflict with existing zoning for agricultural use, or a Williamson Act Contract?

Discussion of Effects: **No impact.** The project site is located in an industrial, developed area and is designated as Industrial according to the City's General Plan and is zoned as IG by the City's Zoning Map. While the Ontario Zoning Map includes some areas within the City that are zoned for agricultural use, the project site is not designated as such. As previously mentioned, the site is designated as Urban and Built-Up Land. Additionally, no Williamson Act Contract lands are identified within the project site, as indicated on Figure 5.2-2 from The Ontario Plan Supplemental EIR.[5] Therefore, the proposed project would not conflict with existing zoning for agricultural use or Williamson Act contract. No impact would occur.

Mitigation: None.

c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

Discussion of Effects: **No impact**. The project site is located in an industrial, developed area and is designated as Industrial according to the City's General Plan and is zoned as IG by the City's Zoning Map. The project site is not zoned for forest land, timberland, or timberland zoned Timberland Production and such land does not exist within the project site. Therefore, the proposed project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production. Implementation of the proposed project would be consistent with the existing Industrial land use and IG zoning designation. As such, no impact would occur.

Mitigation: None.

d. Result in the loss of forest land or conversion of forest land to non-forest use?

Discussion of Effects: **No impact.** The project site is located in an industrial and developed area and is designated as Industrial according to the City's General Plan and is zoned as IG by the City's Zoning Map. The site does not contain any forest land. Therefore, the proposed project would not result in the loss of forest land or conversion of forest land to non-forest use. No impact would occur.

Mitigation: None.

e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to nonagricultural use or conversion of forest land to non-forest use?

[5] City of Ontario. 2022. Final Supplemental Environmental Impact Report. Agriculture & Forestry Resources, Figure 5.2-2 Williamson Act Land. August.

Discussion of Effects: **No impact.** The project site is in a developed, industrial area. The site is designated as Industrial according to the City's General Plan and is zoned as IG (General Industrial) by the City's Zoning Map. As previously mentioned, the project site does not contain Farmland or forest land. Therefore, the proposed project would not result in the conversion of Farmland to nonagricultural use or the conversion of forest land to non-forest use. No impact would occur

Mitigation: None.

3. AIR QUALITY. The analysis in this section is based, in part, on the Air Quality, Greenhouse Gas Emissions, and Energy Report prepared by FirstCarbon Solutions (FCS) on October 17, 2022. The report can be found in Appendix A.

Setting

The proposed project is located within the City of Ontario, San Bernardino County, which is within the South Coast Air Basin (SoCAB). The SoCAB includes all of Orange County, Los Angeles County (except for the Antelope Valley), the non-desert portion of western San Bernardino County, and the western and Coachella Valley portions of Riverside County. The San Gabriel, San Bernardino, and San Jacinto Mountains bound the SoCAB on the north and east while the Pacific Ocean lies to the west of the SoCAB. The southern limit of the SoCAB is the San Diego County line. The SoCAB is under the jurisdiction of South Coast Air Quality Management District (SCAQMD).

SCAQMD is the agency principally responsible for comprehensive air pollution control in the region. To that end, as a regional agency, the SCAQMD works directly with the Southern California Association of Governments (SCAG), San Bernardino Associated Governments (SANBAG), and local governments and cooperates actively with all federal and State agencies. The air pollutants for which national and State standards have been promulgated and that are most relevant to air quality planning and regulation in the SoCAB include ozone, nitrogen oxides (NO_X), carbon monoxide (CO), particulate matter, including dust, 10 micrometers or less in diameter (PM_{10}), and particulate matter, including dust, 2.5 micrometers or less in diameter ($PM_{2.5}$). In addition, toxic air contaminants (TACs) are of concern in SoCAB. Each of these pollutants is briefly described below. Other pollutants that are regulated but not considered an issue in the project area are sulfur dioxide, vinyl chloride, sulfates, hydrogen sulfide, and lead; the proposed project would not emit substantial quantities of those pollutants, so they are not discussed further in this section.

- Ozone is a gas that is formed when reactive organic gases (ROG), also known as volatile organic compounds (VOC), and NO_X—both byproducts of internal combustion engine exhaust—undergo slow photochemical reactions in the presence of sunlight. Ozone concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperature conditions are conducive to its formation. Its effects can include the following: irritate respiratory system; reduce lung function; cause breathing pattern changes; reduce breathing capacity; inflame and damage cells that line the lungs; make lungs more susceptible to infection; aggravate asthma; aggravate other chronic lung diseases; cause permanent lung damage; cause some immunological changes; increase mortality risk; and cause vegetation and property damage.

- CO is a colorless, odorless gas produced by the incomplete combustion of fuels. CO concentrations tend to be the highest during winter mornings, with little to no wind, when surface-based inversions trap the pollutant at ground levels. Because CO is emitted directly from internal combustion engines—unlike ozone—and motor vehicles operating at slow speeds are the primary source of CO in the SoCAB, the highest ambient CO

concentrations are generally found near congested transportation corridors and intersections. Potential health effects from CO ranges depending on exposure: slight headaches; nausea; aggravation of angina pectoris (chest pain) and other aspects of coronary heart disease; decreased exercise tolerance in persons with peripheral vascular disease and lung disease; impairment of central nervous system functions; possible increased risk to fetuses; and death.

- PM_{10} and $PM_{2.5}$ consist of extremely small, suspended particles or droplets 10 microns and 2.5 microns or smaller in diameter, respectively. Some sources of particulate matter, like pollen and windstorms, are naturally occurring. However, in populated areas, most particulate matter is caused by road dust, diesel soot, combustion products, abrasion of tires and brakes, and construction activities. Health effects from short-term exposure (hours per days) can include the following: irrigation of the eyes, nose, throat; coughing; phlegm; chest tightness; shortness of breath; aggravation of existing lung disease causing asthma attacks and acute bronchitis; those affected with heart disease can suffer heart attacks and arrhythmias. Health effects from long-term exposure can include the following: reduced lung function; chronic bronchitis; changes in lung morphology; and death.

- TACs refer to a diverse group of air pollutants that can affect human health but have not had ambient air quality standards established for them. Diesel particulate matter (DPM) is a toxic air contaminant that is emitted from construction equipment and diesel-fueled vehicles and trucks. Some short-term (acute) effects of DPM exposure include eye, nose, throat, and lung irritation, coughs, headaches, light-headedness, and nausea. Studies have linked elevated particle levels in the air to increased hospital admissions, emergency room visits, asthma attacks, and premature deaths among those suffering from respiratory problems. Human studies on the carcinogenicity of DPM demonstrate an increased risk of lung cancer, although the increased risk cannot be clearly attributed to diesel exhaust exposure.

The SCAQMD is directly responsible for reducing emissions from stationary, mobile, and indirect sources. The agency has responded to this requirement by preparing a sequence of Air Quality Management Plans (AQMP). The *Final 2016 Air Quality Management Plan* (2016 AQMP) was adopted by the SCAQMD Board in March 2017 and demonstrates how the SCAQMD would meet the National Ambient Air Quality Standards (NAAQS) for annual $PM_{2.5}$, 24-hour $PM_{2.5}$, 1-hour ozone, and 8-hour ozone by 2024.[6] SCAQMD is currently in the process of updating the AQMP to address the recently strengthened primary and secondary NAAQS for ozone, which were lowered to 70 parts per billion (ppb) by the United States Environmental Protection Agency (EPA) in 2015. At the time of this writing, the draft 2022 AQMP has not yet been finalized or adopted. Construction and operation of the proposed project would be subject to applicable SCAQMD rules and requirements.

The SCAQMD CEQA Guidelines were developed to assist local jurisdictions and lead agencies in complying with the requirements of CEQA regarding potentially adverse impacts to air quality. While the final determination of whether a project is significant is within the purview of the Lead Agency pursuant to Section 15064(b) of the CEQA Guidelines, SCAQMD recommends that its quantitative air pollution thresholds be used to determine the significance of project emissions. If

[6] South Coast Air Quality Management District (SCAQMD). 2017. Air Quality Management Plan. Website: http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan/final-2016-aqmp. Accessed May 24, 2022.

the Lead Agency finds that the project has the potential to exceed these air pollution thresholds, the project should be considered to have significant air quality impacts. For further information on the environmental setting and regulatory framework for the proposed project, please refer to the Air Quality, Greenhouse Gas Emissions, and Energy Analysis Report (Report) as Appendix A.

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:

a. Conflict with or obstruct implementation of the applicable air quality plan?

Discussion of Effects: **Less than significant impact.** A potentially significant impact to air quality would occur if the proposed project would conflict with or obstruct implementation of the applicable air quality plan. To evaluate whether or not a project conflicts with or obstructs implementation of the applicable air quality plan (2016 AQMP for SoCAB), the SCAQMD CEQA Air Quality Handbook states that there are two key indicators. Considering the criteria discussed in the Handbook, this analysis examines the proposed project's impact using three steps based on the SCAQMD's recommended criteria. The three steps are assessing:

Step 1: Project's contribution to air quality violations
Step 2: Consistency with basis of SCAQMD's AQMP
Step 3: Compliance with applicable emission control measures in the AQMP

Step 1 represents an assessment of the overall impacts associated with the proposed project. As discussed further under 2.3(b), the proposed project would not exceed the regional significance thresholds for criteria pollutant emissions from either project construction or operation. Furthermore, as analyzed under 2.3(c), the proposed project would not result in a significant health risk to nearby sensitive receptors or have a localized significant air quality impact. The proposed project would not result in exceedances of SCAQMD's regional thresholds or other air quality standards, contribute to an existing or projected air quality violation, or expose sensitive receptors to substantial pollutant concentrations after the incorporation of recommended measures. Therefore, Step 1 does not indicate any significant impacts resulting from the implementation of the proposed project.

Step 2 examines the proposed project's consistency with assumptions made in the AQMP. The AQMP is based on land use patterns and forecasts contained in local general plans and other land use planning documents. The proposed project, which would consist of a light industrial warehouse, would be consistent with the City's General Plan Industrial (IND) Land Use designation and zoning designation of General Industrial (IG), because the proposed project's use as a distribution warehouse is exactly what was intended in both land use designations. The project site would not require a General Plan Amendment or rezone. As a result, the proposed project would be consistent with the City of Ontario General Plan and therefore, the proposed project is consistent with the growth assumptions made for the City of Ontario in the AQMP.

SCAG is SCAQMD's partner in the preparation of the AQMP, providing the latest economic and demographic forecasts and developing transportation measures. Regional population, housing, and employment projects developed by SCAG are based, in part, on a city's general plan land use designations. These projections form the foundation for the emissions inventory of the AQMP and are incorporated into the Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) prepared by SCAG to determine priority transportation projects and Vehicle Miles Traveled (VMT) in the SCAG region. Because the AQMP strategy is based on projections from local general plans, projects that are consistent with the local general plan are considered

consistent with the air quality-related regional plan. Therefore, Step 2 does not indicate any significant impacts.

Step 3 is an analysis of the proposed project's compliance with applicable emission control measures included in the AQMP. The AQMP relies on the SCAQMD's rule and regulations for emission control, as well as all applicable State and federal regulations. The proposed project would be required to comply with all applicable rules and regulations, including SCAQMD Rule 403 (reducing fugitive dust during construction) and State Building Code requirements. Compliance with SCAQMD Rule 1403, Asbestos Demolition and Removal, will address air quality issues related to potential asbestos exposure occurring from demolition of the existing structures. Please refer to Appendix A for further information on the regulations that the proposed project would be subject to. The City of Ontario would verify that the proposed project would comply with these regulations as part of the demolition, grading, and construction permit issuance process and design review. Step 3 does not indicate any significant impacts. As identified above, the proposed project would be within the development density allowed by the City's General Plan as well as the growth assumptions which form the basis of the applicable AQMP. In addition, the proposed project would not conflict with applicable emission control measures of the AQMP or result in an exceedance in regional significance thresholds. This impact is less than significant.

Mitigation: None.

b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or State Ambient Air Quality Standard?

Discussion of Effects: **Less than significant impact.** Within the SCAQMD, this impact is related to regional criteria pollutant impacts, which are determined by comparing the proposed project's construction and operational emissions to SCAQMD's regional significance thresholds. Emissions associated with the proposed project were modeled using California Emissions Estimator Model (CalEEMod) Version 2020.4.0. As provided by the project applicant, approximately 8,246 cubic yards of cut material would be exported during grading activities during project construction. Detailed modeling assumptions and methodology are contained in Appendix A. Unmitigated results are provided in Table 1.

Table 1: Unmitigated Emissions by Construction Activity (Max Emissions per Day)

Construction Activity	Pollutants (Pounds per Day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Demolition 2023 + Frontage Construction	3.64	38.55	29.95	0.09	13.83	5.17
Grading 2023	1.89	23.95	17.04	0.06	5.11	2.61
Building Construction 2023	2.13	16.55	21.79	0.05	2.47	1.15
Building Construction 2024	1.99	15.59	21.37	0.05	2.38	1.07
Paving 2024	1.36	9.56	15.15	0.02	0.64	0.48
Architectural Coating 2024	40.57	1.28	2.72	0.01	0.35	0.14
SCAQMD Significance Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
Emissions Exceed Thresholds?	No	No	No	No	No	No

Construction Activity	Pollutants (Pounds per Day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$

Notes:
CO = carbon monoxide
NO_X = nitrogen oxides
PM_{10} = particulate matter with an aerodynamic resistance diameter of 10 micrometers or less
$PM_{2.5}$= particulate matter with an aerodynamic resistance diameter of 2.5 micrometers
SCAQMD = South Coast Air Quality Management District
SO_X = sulfur oxides
VOC = volatile organic compounds
Source of Emissions: CalEEMod Output (Appendix A), showing the maximum daily emissions from summer and winter modeling.
Source of regional thresholds: South Coast Air Quality Management District (SCAQMD). 2019. South Coast AQMD Air Quality Significance Thresholds. April. Website: http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf?sfvrsn=2. Accessed July 12, 2022.

As shown in Table 1, construction of the proposed project would not result in any emissions that would exceed SCAQMD maximum daily emissions thresholds. Operational emissions generated by operation of the proposed project were estimated using CalEEMod Version 2020.4.0 and are summarized in Table 2. This operational analysis represents the total estimated emissions expected to be associated with the operation of the proposed project. The operational emissions from the proposed off-site frontage road improvements are not included in these emission estimates, as there would not be an increase of long-term operational emissions associated with the proposed off-site frontage road improvements. As shown therein, operational emissions generated by the proposed project would be below SCAQMD significance thresholds.

Table 2: Unmitigated Operational Air Quality Emissions (Max Emissions per Day)

Emission Source	Pollutants (Maximum Pounds per Day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Area	3.80	<0.01	0.06	<0.01	<0.01	<0.01
Energy	0.01	0.12	0.10	<0.01	0.01	0.01
Mobile	0.69	22.16	9.94	0.13	5.54	1.67
Daily Maximum Total	**4.50**	**22.28**	**10.09**	**0.13**	**5.54**	**1.68**
SCAQMD Thresholds	55	55	550	150	150	55
Emissions Exceed Thresholds?	**No**	**No**	**No**	**No**	**No**	**No**

Notes:
CO = carbon monoxide
NO_X = nitrogen oxides
PM_{10} = particulate matter with an aerodynamic resistance diameter of 10 micrometers or less
$PM_{2.5}$ = particulate matter with an aerodynamic resistance diameter of 2.5 micrometers
SCAQMD = South Coast Air Quality Management District
SO_X = sulfur oxides
VOC = volatile organic compounds
Source of Emissions: CalEEMod Output (Appendix A); showing the maximum daily emissions from summer and winter modeling.
Source of regional thresholds: South Coast Air Quality Management District (SCAQMD). 2019. South Coast AQMD Air Quality Significance Thresholds. April.

As shown above, construction and operation of the proposed project would not result in emissions that exceed SCAQMD regional emissions thresholds of significance for any pollutant. It should be noted that the operational emissions analysis shows the total estimated emissions associated with the operation of the proposed project. Existing land uses and associated emissions are not considered in the above operational emissions estimates, and so this analysis represents a conservative estimate of the proposed project emissions. As the proposed project would not generate construction or operational emissions at levels above the SCAQMD significance thresholds, impacts related to a cumulatively considerable net increase of any criteria pollutant would be less than significant.

Mitigation: None.

c. Expose sensitive receptors to substantial pollutant concentrations?

Discussion of Effects: **Less than significant impact.** This impact evaluates the potential for the proposed project's construction and operational emissions to expose sensitive receptors to substantial pollutant concentration. Sensitive receptors are defined as those individuals who are sensitive to air pollution including children, the elderly, and persons with preexisting respiratory or cardiovascular illness. For purposes of CEQA, the SCAQMD considers a sensitive receptor to be a location where a sensitive individual could remain for 24 hours, such as residences, hospitals, or convalescent facilities. Commercial and industrial facilities are not included in the definition because employees do not typically remain on-site for 24 hours. However, when assessing the impact of pollutants with 1-hour or 8-hour standards (such as NO_2 and CO), commercial and/or industrial facilities would be considered sensitive receptors. The nearest sensitive receptors to the proposed project would be the single-family residences approximately 500 feet west of the project site. The next closest sensitive receptors to the proposed project site would be Bon View Park (approximately 2,500 feet north), Linda Vista Kindergarten School (approximately 2,500 feet west), Sultana Elementary School (approximately 2,500 feet southwest), and De Anza Middle School (approximately 2,700 feet northwest).

Naturally Occurring Asbestos

Asbestos is a fibrous mineral which is both naturally occurring in ultramafic rock (a rock type commonly found in California) and used as a processed component of building materials. Because asbestos has been proven to cause a number of disabling and fatal diseases, such as asbestosis and lung cancer, it is strictly regulated either based on its natural widespread occurrence or in its use as a building material. In addition, the ARB approved an Air Toxic Control Measure for construction, grading, quarrying, and surface mining operations to minimize emissions of naturally occurring asbestos (NOA). The regulation requires application of Best Management Practices (BMPs) to control fugitive dust in areas known to have NOA and requires notification to the local air district prior to commencement of ground-disturbing activities. The California Department of Conservation, Division of Mines and Geology (CDMG) has a published guide for generally identifying areas that are likely to contain NOA. The CDMG map indicates NOA are not known to occur within the project area.[7] Therefore, disturbance of NOA during project construction is not a concern for the proposed project. The proposed project would result in no impact from exposure of sensitive receptors to NOA.

Construction: Diesel Particulate Matter

The proposed project would generate diesel exhaust, a source of DPM, during project

[7] United States Geological Survey (USGS). 2011. Reported Historic Asbestos Mines, Historic Asbestos Prospects, and Other Natural Occurrences of Asbestos in California. Website: https://pubs.usgs.gov/of/2011/1188/. Accessed August 3, 2022.

construction. On-site emissions of both DPM occur during construction from the operation of heavy-duty construction equipment and from vendor trucks that operate on project sites. Construction activities that would generate DPM emissions are short-term in nature. Moreover, the current methodological protocols required by the SCAQMD and ARB when studying the health risk posed by DPM assume the following: (1) 24-hour constant exposure; (2) 350 days a year; (3) for a continuous period lasting 30 years. CalEEMod Version 2020.4.0 was used to calculate the proposed project's construction emissions of DPM (represented as $PM_{2.5}$ exhaust) and the American Meteorological Society/EPA Regulatory Model (AERMOD, Version 21112) air dispersion model was used to determine the DPM concentration at the nearest sensitive receptors during project construction. Please refer to Appendix A for the CalEEMod modeling results and the AERMOD modeling parameters and results.

Estimation of Diesel Particulate Matter Emissions

Construction DPM emissions–represented as $PM_{2.5}$ exhaust–were estimated using CalEEMod, Version 2020.4.0 and are summarized in Table 3. Construction of the proposed project is expected to begin in January 2023 and conclude in April 2024. Construction emissions for the proposed project were assumed to be distributed over the project area with a working schedule of 8 hours per day, 5 days per week.

Table 3: Project Diesel Particulate Matter Construction Emissions

Scenario	DPM Emissions (tons)		
	On-site	Off-site[1]	Total[2]
Project Construction DPM	1.043E-01	3.65E-03	1.08E-01

Notes:
DPM = diesel particulate matter
[1] The off-site emissions are adjusted to represent construction vehicle travel routes from within approximately 1 km of the project site. Off-site emissions shown here do not reflect the 1-km adjustment.
[2] Emissions herein do not reflect the application of any construction or operational mitigation measures.
Source: CalEEMod Output and Construction Health Risk Assessment Calculations; see Appendix A.

To assess potential health risk impacts to off-site sensitive receptors, the AERMOD air dispersion model was used to estimate the DPM emission concentrations at nearby sensitive receptors within the project vicinity. The distribution of emission generated by construction of the proposed project is included in Appendix A.

Estimation of Cancer Risks

The SCAQMD recommends the use of Hotspots Analysis and Reporting Program (HARP2) software to identify the cancer risk associated with DPM generated during project construction. The HARP2 risk scenario inputs used to calculate cancer risk during project activities are as follows: Analysis Type: Cancer Risk; Receptor Type: Individual Resident; Exposure Duration: User Defined (Tier 2) – 2 Year, 3rd Trimester Start Age; Intake Rate Percentile: California Office of Environmental Health Hazard Assessment (OEHHA) Derived Method; Pathways to Evaluate: User Defined – SCAQMD Mandatory Minimum Pathways (Inhalation, Soil Ingestion, Dermal, Mother's Milk, Homegrown Produce); Deposition Rate: 0.02 m/s selected.

Estimation of Non-cancer Chronic Hazards

An evaluation of the potential non-cancer effects of chronic chemical exposures was also conducted. Adverse health effects are evaluated by comparing the annual receptor concentration of each chemical compound with the appropriate reference exposure limit.

Available reference exposure limits promulgated by the OEHHA were considered in the assessment. Risk characterization for non-cancer health hazards from TAC is expressed as a Hazard Index. The Hazard Index is a ratio of the predicted concentration of the project's emissions to a concentration considered acceptable to public health professionals, termed the reference exposure limit. The Hazard Index assumes that chronic sub-threshold exposures adversely affect a specific organ or organ system (toxicological endpoint). For each discrete chemical exposure, target organs presented in regulatory guidance were used. To calculate the Hazard Index, each chemical concentration or dose is divided by the appropriate toxicity reference exposure level. For compounds affecting the same toxicological endpoint, this ratio is summed. Where the total equals or exceeds 1, a health hazard is presumed to exist. For purposes of this assessment, the TAC of concern is DPM for which the OEHHA has defined a reference exposure limit for DPM of 5 micrograms per cubic meter (µg/m^3). The principal toxicological endpoint assumed in this assessment was through inhalation.

Cancer Risk and Non-Cancer Chronic Hazard Summary

Table 4 summarizes the cancer risk and Hazard Index results for the Maximally Impacted Sensitive Receptor (MIR) under each impact scenario. The residential MIR represents a single-family residence approximately 700 feet to the west of the project site. The next closest sensitive receptors to the proposed project site are the be Bon View Park (approximately 2,500 feet north), Linda Vista Kindergarten School (approximately 2,500 feet west), Sultana Elementary School (approximately 2,500 feet southwest), and De Anza Middle School (approximately 2,700 feet northwest).

Table 4: Estimated Cancer Risks and Chronic Non-Cancer Hazards (Proposed Project)

Risk Scenario	Cancer Risk (risk per million)	Chronic Non-Cancer Hazard Index[1]	TAC Concentration[2] (µg/m^3)
Residential MIR	2.43	<0.01	0.0049
School MIR (Sultana Elementary School)	0.64	<0.01	0.0019
Park MIR	1.74	<0.01	0.0001
Thresholds of Significance	**10**	**1.0**	**–**
Exceeds Individual Source Threshold?	**No**	**No**	**–**

Notes:
DPM = diesel particulate matter
MIR = Maximally Impacted Sensitive Receptor
REL = reference exposure level
TAC = toxic air contaminant
mg/m^3 = micrograms per cubic meter
[1] Chronic non-cancer Hazard Index was estimated by dividing the annual DPM concentration (as $PM_{2.5}$ exhaust) by the DPM reference exposure level of 5 µg/m^3.
[2] TAC concentration taken from AERMOD is always at the MIR identified from the project air dispersion models.
Emissions Source: Appendix A.

As shown in Table 4, implementation of the project would emit DPM emissions that would result in TAC concentrations below the SCAQMD's recommended cancer risk and health hazard thresholds. As demonstrated therein, DPM emissions generated during construction of the proposed project would not result in an exceedance of SCAQMD health risk thresholds at the MIRs.

Operation: Toxic Air Pollutants

The SCAQMD has developed Localized Significance Thresholds (LSTs) in addition to the regional thresholds to serve as a screening method for identifying localized impacts of criteria pollutants. The LSTs depend on the location of the project, overall size of the project site, and distance of existing sensitive receptors from the project site. The SCAQMD recommends the use of LSTs for projects that are 5 acres or less in size, and that projects larger than 5 acres undergo air dispersion modeling to determine localized air quality. Because a detailed construction Health Risk Assessment (HRA) was prepared for the proposed project, comparison against the appropriate LSTs is provided for the proposed project's operational emissions only.

The proposed project is located in Source Receptor Area 33 and the nearest sensitive receptors are residences located to the west, not within 25 meters. The selected LSTs are for a 5-acre site in Source Receptor Area 33 with receptors within 25 meters for a conservative analysis. Modeling of emissions was conducted using CalEEMod Version 2020.4.0. The SCAQMD's localized assessment methodology specifically limits emissions considered to those generated from on-site activities. Since the proposed project does include on-site traffic, vehicle emissions were included with a trip length of 0.25 mile, which represents the maximum distance that a vehicle could travel on-site. Further modeling assumptions and details can be found in Appendix A. Results of the LST analysis are shown in Table 5, below.

Table 5: Operational Localized Significance Analysis

Emission Source	Pollutants (Maximum Pounds per Day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Area	3.80	<0.01	0.06	<0.01	<0.01	<0.01
Energy	0.01	0.12	0.10	<0.01	0.01	0.01
Mobile	0.42	2.48	3.03	<0.01	0.06	0.02
Daily Maximum Total	**4.23**	**2.60**	**3.18**	**<0.01**	**0.07**	**0.03**
SCAQMD Localized Significance Thresholds	–	270	2,193	–	4	2
Emissions Exceed Thresholds?	**–**	**No**	**No**	**–**	**No**	**No**

Notes:
CO = carbon monoxide
NO_X = nitrogen oxides
PM_{10} = particulate matter with an aerodynamic resistance diameter of 10 micrometers or less
$PM_{2.5}$ = particulate matter with an aerodynamic resistance diameter of 2.5 micrometers
SCAQMD = South Coast Air Quality Management District
SO_X = sulfur oxides
VOC = volatile organic compounds
Credit for Rule 403 Fugitive Dust has been taken in the estimation of PM_{10} and $PM_{2.5}$ emissions.

As shown above, the proposed project's operational emissions would not exceed any LSTs for localized criteria pollutants and impacts would be less than significant. It should be noted that the total trips expected to be associated with the proposed project were modeled to estimate the operational emissions. As included in the Traffic Study for the project, there is an existing use on-site that currently generates truck trips, and so the net emissions generated from the proposed project would be even lower than those included in the table above.

Operation: CO Hotspot

As previously discussed, a CO hot spot analysis was conducted for four busy intersections in Los Angeles at the peak morning and afternoon time periods in the SCAQMD's 1992 CO Plan. The intersections evaluated included Long Beach Boulevard and Imperial Highway (Lynwood); Wilshire Boulevard and Veteran Avenue (Westwood); Sunset Boulevard and Highland Avenue (Hollywood); and La Cienega Boulevard and Century Boulevard (Inglewood).[8] These analyses did not predict a violation of CO standards. The busiest intersection evaluated was that at Wilshire Boulevard and Veteran Avenue, which has a daily traffic volume of approximately 100,000 vehicles per day. Therefore, if operation of the proposed project results in less than 100,000 daily vehicle trips at affected intersections or roadways segments under existing plus project conditions, then a less than significant CO impact would occur.

The VMT Screening Evaluation and Trip Generation Assessment and Scoping Memo prepared for the proposed project identified that the proposed project would generate fewer than 50 net new peak-hour trips during the morning and evening peak-hours and that the proposed project, without taking credit for existing uses, generates fewer than 100 new peak-hour trips, both in actual vehicles and passenger car equivalent (PCE). Although the transportation studies did not identify existing intersection vehicle volumes within the project vicinity, the proposed project would result in a less than significant impact on VMT. As identified in the VMT Screening Evaluation, the proposed project would result in a net increase of 108 daily vehicle trips, which is less than the 110 daily vehicle trip threshold included in the County's Transportation Impact Study Guidelines, dated July 9, 2019. Thus, the proposed project would not generate significant peak-hour or daily vehicle trips based on substantial evidence and the proposed project would not result in a significant impact to air quality for local CO or expose receptors to substantial CO concentrations from operational activities.

As demonstrated in the discussions above, nearby sensitive receptors would not be exposed to substantial pollutant concentrations during construction or operation of the proposed project. Therefore, the proposed project would result in a less than significant impact.

Mitigation: None.

d. Result in other emissions (such as those leading to odors adversely affecting a substantial number of people)?

Discussion of Effects: **Less than significant impact.** Odors can cause a variety of responses. The impact of an odor is dependent on interacting factors such as frequency (how often), intensity (strength), duration (in time), offensiveness (unpleasantness), location, and sensory perception. While offensive odors rarely cause any physical harm, they still can be very unpleasant, leading to considerable distress and often generating citizen complaints to local governments and regulatory agencies. Odor-related symptoms reported in several studies include nervousness, headache, sleeplessness, fatigue, dizziness, nausea, loss of appetite, stomachache, sinus congestion, eye irritation, nose irritation, runny nose, sore throat, cough, and asthma exacerbation.[9] The SCAQMD's role is to protect the public's health from air pollution by overseeing and enforcing regulations. The SCAQMD's resolution activity for odor compliance is mandated

[8] South Coast Air Quality Management District (SCAQMD). 2003. Final 2003 AQMP Appendix V, Modeling and Attainment Demonstrations. August.

[9] South Coast Air Quality Management District (SCAQMD). 2007. Odor Detection, Mitigation and Control Technology Forum and Roundtable Discussion. 2007. Website: http://www.aqmd.gov/docs/default-source/technology-research/Technology-Forums/odorforumsummary.pdf. Accessed August 3, 2022.

under California Health and Safety Code Section 41700 and falls under SCAQMD Rule 402. This rule on Public Nuisance Regulation states: "A person 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." The SCAQMD does not provide a suggested screening distance for a variety of odor-generating land uses and operations. However, the San Joaquin Valley Air Pollution Control District has screening distances for common odor sources, which are used herein as a guide to assess whether the proposed facilities could generate odors which could affect a substantial number of people. Projects that would site one of the listed land uses farther than the applicable screening distances from an existing receptor would not likely have a significant impact. These screening distances by type of odor source are listed in

Table **6**.

Table 6: Screening Levels for Potential Odor Sources

Odor Source	Screening Distance
Wastewater Treatment Facilities	2 miles
Sanitary Landfill	1 mile
Transfer Station	1 mile
Composting Facility	1 mile
Petroleum Refinery	2 miles
Asphalt Batch Plant	1 mile
Chemical Manufacturing	1 mile
Fiberglass Manufacturing	1 mile
Painting/Coating Operations (e.g., auto body shop)	1 mile
Food Processing Facility	1 mile
Feed Lot/Dairy	1 mile
Rendering Plant	1 mile
Source: San Joaquin Valley Air Pollution Control District (Valley Air District). 2015. Guidance for Assessing and Mitigated Air Quality Impacts.	

Construction Odors

Potential sources that may emit odors during construction activities include exhaust from diesel-fueled construction equipment. However, because of the low intensity of these emissions, intermittent and short-term nature of construction activities, and the highly diffusive properties of diesel exhaust, a substantial number of nearby receptors would not be affected by diesel exhaust odors associated with project construction. Odors from these sources would be localized and generally confined to the immediate area surrounding the proposed project site. The proposed project would utilize typical construction techniques, and odors would be typical of most construction-sites and temporary in nature. This impact would be less than significant.

Operational Odors
The proposed project would develop and operate a warehouse/office space. Land uses that are typically identified as sources of objectionable odors include landfills, transfer stations, sewage treatment plants, wastewater pump stations, composting facilities, feed lots, coffee roasters, asphalt batch plants, and rendering plants. The proposed project would not engage in any of these activities and would not be considered an odor generator as identified in

Table 6. Therefore, the proposed project would not be considered a generator of objectionable odors during operations. Minor sources of odors, such as exhaust from mobile sources, are not typically associated with numerous odor complaints, but are known to have temporary and less concentrated odors. Neither construction nor operation of the proposed project is anticipated to generate any significant objectionable odors that affect a substantial number of people. In summary, the proposed project's long-term operational activities would not have any substantial odor sources that would expose nearby receptors. Considering the low intensity of potential odor emissions, the proposed project's operational activities would not expose receptors to objectionable odor emissions. This impact would be less than significant.

Mitigation: None.

4. BIOLOGICAL RESOURCES.

Setting
FCS Biologist Kimberly Gibson surveyed the project site on December 7, 2021, between 9:00 a.m. and 10:00 a.m. Weather conditions were 57°F (degrees Fahrenheit) and cloudy with minimal winds.

The project site is located on a towing and vehicle auction yard. The site has been previously developed, with most of the site being paved over or consisting of bare soil. Little to no native vegetation is present on-site with nearly all vegetation consisting of ornamental plants. The southwest corner of yard is lined with ivy (*Hedera* sp.) and eucalyptus (*Eucalyptus* sp.) trees. A row of several pine trees (*Pinus* sp.) can be found along the northeast corner of the project site. Several Mexican fan palm (*Washingtonia robusta*), southern magnolia (*Magnolia grandiflora*), ficus (*Ficus* sp.) trees and ornamental hedges can be found within the planters surrounding the parking lot on the east side of the project site. No small mammal burrows were detected in the unpaved areas of the site during the field survey. All wildlife species observed during the field survey consisted of common avian species including house finch (*Haemorhous mexicanus*), house sparrow (*Passer domesticus*), and mourning dove (*Zenaida macroura*).

Would the project:

a. 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?

Discussion of Effects: **Less than significant impact with mitigation incorporated.** An FCS Biologist reviewed the California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDB), the United States Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) system and the California Native Plant Society (CNPS) Electronic Inventory (CNPSEI) of Rare and Endangered Vascular Plants of California database for the Ontario, California, USGS 7.5-minute Topographic Quadrangle Map and the eight surrounding quadrangles. A review of the CNDDB, CNPS, and IPaC Inventories determined that 81 special-

status plant species and 54 special-status animal species have been recorded within the regional vicinity of the project site (Appendix B). Of the recorded species, 11 special-status plants and 12 special-status animals have been recorded within a 5-mile radius of the project site. No special-status plants recorded in the database searches have potential to occur on-site due to previous development of the project site. The majority of special-status animal species recorded in the database searches are believed to be locally extirpated due to extensive urban development in the greater Ontario area. No special-status animals recorded within the vicinity of the project site aside from nesting birds have potential to occur on-site due to the lack of suitable habitat. Construction activities that occur during the avian nesting season (generally February 15 to August 31) could disturb nesting sites for bird species protected under the California Fish and Game Code or the Migratory Bird Treaty Act (MBTA). The removal of trees during the nesting season could result in direct harm to nesting birds, while noise, light, and other man-made disturbances may cause nesting birds to abandon their nests. The implementation of Mitigation Measure (MM) BIO-1 would ensure the proposed project would avoid potential impacts to nesting birds. Therefore, construction of the proposed project would have a less than significant impact on special-status species through incorporation of MM BIO-1.

Mitigation:

MM BIO-1 Protection of Active Bird Nests (includes pre-construction survey and implementation of avoidance buffer, if found).

1. Removal of trees shall be limited to only those necessary to construct the proposed project as reflected in the relevant project approval documents.
2. If the project requires trees to be removed during the nesting season (February 15 to August 31), pre-construction surveys shall be conducted no more than 7 days prior to tree removal to determine whether or not active nests are present.
3. If an active nest is located during pre-construction surveys, a qualified Biologist shall determine an appropriately sized avoidance buffer based on the species and anticipated disturbance level. A qualified Biologist shall delineate the avoidance buffer using Environmentally Sensitive Area fencing, pin flags, and or yellow caution tape. The buffer zone shall be maintained around any active nest site(s) until the young have fledged and are foraging independently. No construction activities or construction foot traffic is allowed to occur within the avoidance buffer(s).
4. The qualified Biologist shall monitor the active nest during construction activities to prevent any potential impacts that may result from the construction of the proposed project, until the young have fledged.

b. 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?

Discussion of Effects: **No impact.** As mentioned earlier, the project site is entirely developed with little to no native vegetation cover. Vegetation on-site consists of non-native ornamental plants. Thus, the project site does not contain sensitive natural communities identified in local or regional plans, policies, and regulations or by the CDFW or USFWS. Therefore, construction of the proposed project would have no impact.

Mitigation: None.

c. 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?

Discussion of Effects: **No impact.** Prior to conducting the reconnaissance-level survey, an FCS Biologist reviewed the EPA Watershed Assessment, Tracking and Environmental Results System (WATERS) and the National Wetlands Inventory to identify potential drainage features and water bodies. Neither source documented any potential wetlands on or adjacent to the project site.[10,11] The field survey confirmed the online sources and found no evidence of any wetland or drainage feature that may be regulated by State or federal agencies. Therefore, construction of the proposed project would have no impact.

Mitigation: None.

d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Discussion of Effects: **Less than significant impact with mitigation incorporated.** The project site is entirely developed and is surrounded in all directions by extensive urban development, roadways, and other man-made structures that serve as barriers to the movement of terrestrial wildlife. Therefore, the proposed project site does not include a wildlife movement corridor. However, the implementation of MM BIO-1 would help the project avoid potential impacts to nesting birds that may nest within any of the trees present on-site or on adjacent properties. Therefore, construction of the proposed project would have a less than significant impact through incorporation of MM BIO-1.

Mitigation: MM BIO-1

e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Discussion of Effects: **Less than significant impact.** Based on current design plans, the construction of the proposed project would require the removal of at least two existing ornamental trees growing along South Bon View Avenue that meet the City's definition of "parkway trees" as defined in the City of Ontario Municipal Code. Parkway trees are defined as any trees located in "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 median divider." (Ontario Municipal Code, Chapter 2, § 10-2.03). The removal of any parkway trees would require authorization from the Public Works Agency of the City. As part of the development process, the project applicant shall submit a landscaping plan to City and any existing parkway trees removed by the proposed project would be relocated or replaced as a condition of

[10] United States Environmental Protection Agency (EPA). 2021. Watershed Assessment, Tracking and Environmental Results System (WATERS). Website: https://www.epa.gov/waterdata/waters-watershed-assessment-tracking-environmental-results-system. Accessed June 28, 2022.

[11] United States Fish and Wildlife Service (USFWS). 2021. National Wetlands Inventory. Website: https://www.fws.gov/wetlands/Data/Mapper.html. Accessed June 28, 2022.

approval. Alternatively, a cash-in-lieu fee shall be paid to the City instead. Therefore, impacts would be less than significant.

Mitigation: None.

f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State Habitat Conservation Plan?

Discussion of Effects: **No impact.** The project site does not lie within the boundaries of any adopted Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or other approved local, regional, or State HCP.[12] Therefore, construction of the proposed project would not conflict with any such provisions and would have no impact.

Mitigation: None.

5. CULTURAL RESOURCES.

The analysis in this section is, based in part, on the Phase I Cultural Resources Assessment (Phase I CRA) prepared by FCS on June 16, 2022. The Phase I CRA can be found in Appendix C.

Setting
This section describes the existing cultural resources and Tribal Cultural Resources (TCR) setting and potential impacts from project implementation. The descriptions and analysis in this section are based, in part, on information provided by the California Native American Heritage Commission (NAHC), South Central Coastal Information Center (SCCIC), National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), California Historical Landmarks list, California Points of Historical Interest list (CPHI), California Built Environment Resource Directory (BERD) for San Bernardino County. Relevant non-confidential records search results, NAHC correspondence, and Historic Built Environment Assessment are provided in Appendix C.

South Central Coastal Information Center
A records search and literature review were conducted on February 4, 2022, at the SCCIC located at California State University, Fullerton for the project site and the 0.5-mile radius surrounding the project site. The purpose of this review was to access existing cultural resource survey reports, archaeological site records, historic aerial photographs, and historic maps and evaluate whether any previously documented prehistoric or historic archaeological sites, architectural resources, cultural landscapes, or other resources exist within or near the project site.

The results of the records search indicate no cultural resources have been recorded within the 0.5-mile search radius or within the project boundaries. In addition, two area-specific survey reports are on file within the 0.5-mile radius, none of which address the project site. This indicates that the project site has not been surveyed for cultural resources. A records search map identifying the project boundaries and a 0.5-mile search radius along with relevant non-confidential records search results can be found in Appendix C.

Native American Heritage Commission
On November 19, 2021, FCS sent a request to the NAHC in an effort to determine whether any sacred sites are listed on its Sacred Lands File (SLF) for the project site. A response was received on January 4, 2022, indicating that the SLF search failed to locate the presence of Native

[12] California Department of Fish and Wildlife (CDFW). 2021. NCCP Plan Summaries. Website: https://wildlife.ca.gov/conservation/planning/nccp/plans. Accessed June 28, 2022.

American cultural resources within the project site. The NAHC included a list of 10 tribal representatives available for consultation. To ensure that all Native American knowledge and concerns over potential TCRs that may be affected by implementation of the proposed project are addressed, a letter containing project information and requesting additional information was sent to each tribal representative on January 4, 2022. Responses from the Gabrieleño Tongva Indians of California Tribal Council and the Quechan Tribe of the Fort Yuma Reservation were received on January 5, 2022. The Gabrielino Tongva Indians of California Tribal Council expressed no concerns, and Quechan Tribe of the Fort Yuma Reservation deferred to local tribes. No additional responses have been received to date. The City initiated AB 52 consultation on November 15, 2021. One response was received on March 10, 2022, from Gabrieleño Band of Mission Indians-Kizh Nation requesting to consult with the City regarding the adverse impact the proposed project would have on TCRs. The consulting tribe provided mitigations measures on letter received dated March 10, 2022; to be implemented to reduce impacts to TCRs to less than significant level. Correspondence related to the NAHC record searches and tribal representatives can be found in Appendix C.

Pedestrian Survey and Site Visit

On March 29, 2022, FCS Archaeologist Natalie Adame surveyed the project site to identify unrecorded cultural resources. The entire project site was developed and hardscaped and serves as the business location of Bill & Wags, Inc. Towing Service on the southern end of the project site, and Kenyon Plastering Building Materials Supplier on the northern section of the project site. Because of the hardscaped nature of the project site, Ms. Adame focused primarily on recording the structures that were on-site. The survey began on the southern portion of the project site, with the recordation of the four structures associated with Bill & Wags, Inc. This was followed by recordation of the two structures associated with Kenyon Plastering, on the northern section of the project site, with particular attention to the single-family home located on the northeastern corner of the project site. The single-family home is more than 45 years in age and would require a built environment assessment. To the extent possible, all areas of the project site were inspected for culturally modified soils or other indicators of potential historic or prehistoric resources. No additional prehistoric or historic resources or raw materials commonly used in the manufacture of tools (e.g., obsidian, Franciscan chert, etc.) were found within the project site.

Survey conditions were documented using digital photographs and field notes. During the survey, Ms. Adame examined all areas of the exposed ground surface for prehistoric artifacts (e.g., fire-affected rock, milling tools, flaked stone tools, tool-making debris, ceramics), soil discoloration and depressions that might indicate the presence of a cultural midden, faunal and human osteological remains, and features indicative of the former presence of structures or buildings (e.g., postholes, standing exterior walls, foundations) or historic debris (e.g., glass, metal, ceramics). No additional resources were encountered. Pedestrian Survey photos can be found in Appendix C.

Historic Built Environment Assessment

In California, the term "historical resource" includes but is not limited to "any object, building, structure, site, area, place, record, or manuscript which is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California" (California Public Resources Code [PRC] § 5020.1(j)) The criteria for listing resources on the CRHR (enumerated below) were expressly developed to be in accordance with previously established criteria developed for listing in the NRHP. According to California Public Resources Code Section 5024.1(c) (1–4), a resource is considered historically significant if it (1) retains "substantial integrity," and (2) meets at least one of the following criteria:

- Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.

- Is associated with the lives of persons important in our past.

- Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.

- Has yielded, or may be likely to yield, information important in prehistory or history.

Two properties more than 45 years old that have not been previously evaluated for historical significance were identified within the project site: the single-family home to commercial office conversion at 1514 South Bon View Avenue; and the large industrial warehouse at 1516 South Bon View Avenue. All remaining buildings within the project site were found to be less than 45 years old. The two identified properties more than 45 years old were recorded and evaluated for historical significance on the appropriate set of California Department of Parks and Recreation (DPR) Forms in consideration of CRHR and City designation criteria and integrity requirements. Both properties were found not eligible under all State and local designation criteria due to a lack of significant historical associations, architectural merit, and integrity.

No historical resources were identified within the project site as a result of this study. Therefore, with respect to the built environment resources, the proposed project would have a less than significant impact on historical resources under CEQA. The Historic Built Environment Assessment can be found in Appendix C.

Would the project:

a. Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?

Discussion of Effects: **Less than significant impact.** CEQA Guidelines Section 15064.5 defines "historic resources" as resources listed in the CRHR, a local register, determined significant by the Lead Agency, or determined to be eligible by the California Historical Resources Commission for listing in the CRHR. The criteria for eligibility are generally set by the National Historic Preservation Act of 1966, which established the NRHP, and which recognizes properties that are significant at the national, State, and local levels. To be eligible for listing in the NRHP and CRHR, a district, site, building, structure, or object must possess integrity of location, design, setting, materials, workmanship, feeling, and association relative to American history, architecture, archaeology, engineering, or culture. In addition, unless the property possesses exceptional significance, it must be at least 50 years old to be eligible. The records search conducted at the SCCIC for the project radius determined that no historic resources have been recorded within the 0.5-mile search radius or within the project boundaries. Additionally, the pedestrian survey identified two potentially historic structures, which were evaluated by South Environmental, included in Appendix C, and found ineligible under all designation criteria due to a lack of significant historical associations and architectural merit. No other potentially historic resources were identified during the pedestrian survey. Impacts to historical resources would be less than significant.

Mitigation: None.

b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Discussion of Effects: **Less than significant with mitigation incorporated.** Section 15064.5 of the CEQA Guidelines defines significant archaeological resources as resources that meet the criteria for historical resources, as discussed above, or resources that constitute unique archaeological resources. A project-related significant adverse effect could occur if a project were to affect archaeological resources that fall under these categories. The records search conducted at the SCCIC for the project site and its 0.5-mile surrounding radius, failed to identify any archaeological (prehistoric and/or historic) resources. In addition, the results of the pedestrian survey did not locate or identify any archaeological resources. Nevertheless, it is possible that earthmoving activities associated with project construction could encounter previously undiscovered archaeological resources. Archaeological resources can include but are not limited to stone, bone, wood or shell artifacts or features, including hearths and structural elements. Damage or destruction of these resources would be a potentially significant impact. Implementation of MM CUL-1 would ensure that this potential impact is reduced to a less than significant level.

Mitigation:

MM CUL-1 All construction personnel directly involved with project-related ground disturbance shall attend a "tailgate" Worker Environmental Awareness Program (WEAP) training for archaeological resources prior to ground disturbance. The training shall include visual aids, a discussion of applicable laws and statutes relating to archaeological resources, types of resources that may found within the project site, and procedures to be followed in the event such resources are encountered. The training shall be conducted by an Archaeologist who meets the Secretary of the Interior's Professional Qualification Standards for archaeology. In the event exposed soils indicate cultural materials may be present, this shall be followed by regular or periodic archaeological monitoring as determined by the Archaeologist, but full-time archaeological monitoring is not recommended at this time.

It is always possible that ground-disturbing activities during construction may uncover previously unknown, buried cultural resources. In the event that buried cultural resources are discovered during construction, operations shall stop in the immediate vicinity of the find and a qualified Archaeologist shall be consulted to determine whether the resource requires further study. The qualified Archaeologist shall make recommendations to the Lead Agency on the measures that shall be implemented to protect the discovered resources, including but not limited to excavation of the finds and evaluation of the finds in accordance with Section 15064.5 of the CEQA Guidelines. Potentially significant cultural resources consist of but are not limited to stone, bone, fossils, wood, or shell artifacts or features, including hearths, structural remains, or historic dumpsites. Any previously undiscovered resources found during construction within the project area should be recorded on appropriate California Department of Parks and Recreation (DPR) forms and evaluated for significance in terms of CEQA criteria.

If the resources are determined to be unique historic resources as defined under Section 15064.5 of the CEQA Guidelines, mitigation measures shall be identified by the Archaeological Monitor and recommended to the Lead Agency. Appropriate mitigation measures for significant resources could include avoidance or capping,

incorporation of the site in green space, parks, or open space, or data recovery excavations of the finds.

No further grading shall occur in the area of the discovery until the Lead Agency approves the measures to protect these resources. Any archaeological artifacts recovered as a result of mitigation shall be donated to a qualified scientific institution approved by the Lead Agency where they would be afforded long-term preservation to allow future scientific study.

c. Disturb any human remains, including those interred outside of dedicated cemeteries?

Discussion of Effects: **Less than significant with mitigation incorporated.** No human remains or cemeteries are known to exist within or near the project site. Although human remains within the project site are unlikely, there is always the possibility that earthmoving activities associated with project construction could potentially damage or destroy previously undiscovered human remains. This would be a potentially significant impact. In the event of the accidental discovery or recognition of any human remains, CEQA Guidelines Section 15064.5, Health and Safety Code Section 7050.5, and Public Resources Code Sections 5097.94 and 5097.98 must be followed. MM CUL-2 further specifies the procedures to follow in the event human remains are uncovered. Along with compliance with these guidelines and statutes, implementation of this mitigation would reduce potential impacts related to human remains to a less than significant level.

Mitigation:

MM CUL-2 In the event of an accidental discovery or recognition of any human remains, Public Resources Code Section 5097.98 must be followed. For purposes of this project, once project-related earthmoving begins and if there is accidental discovery or recognition of any human remains, the following steps shall be taken:

1. There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the County Coroner is contacted to determine whether the remains are Native American and if an investigation of the cause of death is required. If the Coroner determines the remains to be Native American, the Coroner shall contact the Native American Heritage Commission (NAHC) within 24 hours, and the NAHC shall identify the person or persons it believes to be the "most likely descendant" of the deceased Native American. The Most Likely Descendant (MLD) may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains, and any associated grave goods as provided in Public Resources Section 5097.98, or
2. Where the following conditions occur, the landowner or his/her authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity either in accordance with the recommendations of the MLD or on the project site in a location not subject to further subsurface disturbance: The NAHC is unable to identify a MLD or the MLD failed to make a recommendation within 48 hours after being notified by the commission. The descendant identified fails to make a recommendation. The

landowner or his authorized representative rejects the recommendation of the descendant, and the mediation by the NAHC fails to provide measures acceptable to the landowner.

6. ENERGY.

The analysis in this section is based, in part, on the Air Quality, Greenhouse Gas Emissions, and Energy Analysis prepared by FCS on October 17, 2022. The report can be found in Appendix A.

Setting
Energy use, especially through fossil fuel consumption and combustion, relates directly to environmental quality since it can adversely affect air quality and generate greenhouse gas (GHG) emissions that contribute to climate change. Electrical power is generated through a variety of sources, including fossil fuel combustion, hydropower, wind, solar, biofuels, and others. Natural gas is widely used to heat buildings, prepare food in restaurants and residences, and fuel vehicles, among other uses. Fuel use for transportation is related to the fuel efficiency of cars, trucks, and public transportation; choice of different travel modes such as auto, carpool, and public transit; and miles traveled by these modes, and generally based on petroleum-based fuels such as diesel and gasoline. Electric vehicles may not have any direct emissions but do have indirect emissions via the source of electricity generated to power the vehicle. Construction and routine operation and maintenance of transportation infrastructure also consume energy. Southern California Edison (SCE) provides electricity to the project site.

Would the project:

a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Discussion of Effects: **Less than significant impact.** A discussion of the proposed project's anticipated energy usage is presented below. Energy use consumed by the proposed project was estimated and includes natural gas, electricity, and fuel consumption for project construction and operation. Energy calculations are included as part of Appendix A.

Construction Energy Consumption
According to applicant-provided information, the project construction schedule is anticipated to begin in January 2023 and conclude in January 2024. If the construction schedule moves to later years, construction emissions would likely decrease because of improvements in technology and more stringent regulatory requirements as older, less efficient equipment is replaced by newer and cleaner equipment. Project construction would require energy for the manufacture and transportation of building materials, preparation of the site (e.g., site clearing, grading), and the actual construction of the proposed buildings. Petroleum-based fuels such as diesel fuel and gasoline would be the primary sources of energy for these tasks. The types of on-site equipment used during construction of the proposed project could include gasoline- and diesel-powered construction and transportation equipment, including trucks, bulldozers, frontend loaders, forklifts, and cranes. Construction equipment is estimated to consume a total of 35,905 gallons of diesel fuel over the entire construction duration. Fuel use associated with construction vehicle trips generated by the proposed project was also estimated; trips include construction worker trips, haul truck trips for material transport, and vendor trips for construction material deliveries. Fuel use from these vehicles traveling to the project site was based on (1) the projected number of trips the proposed project would generate during construction, (2) average trip distances by trip type, and (3) fuel efficiencies estimated in the ARB Emission Factors Model (EMFAC) mobile source emission model. The specific parameters used to estimate fuel usage are included in Appendix A.

In total, the proposed project is estimated to generate 579,686 VMT and a combined 25,444 gallons of gasoline and diesel for vehicle travel during construction. Other equipment could include construction lighting, field services (office trailers), and electrically driven equipment such as pumps and other tools. Singlewide mobile office trailers, which are commonly used in construction staging areas, generally range in size from 160 square feet to 720 square feet. A typical 720-square-foot office trailer would consume approximately 7,850 kilowatt-hour (kWh) during the construction duration. The overall construction schedule and process is already designed to be efficient in order to avoid excess monetary costs. For example, equipment and fuel are not typically used wastefully due to the added expense associated with renting the equipment, maintaining it, and fueling it. Therefore, the opportunities for future efficiency gains during construction are limited. Therefore, it is anticipated that the construction phase of the proposed project would not result in wasteful, inefficient, and unnecessary consumption of energy. Construction-related energy impacts would be less than significant.

Operational Energy Consumption

The proposed project would consume energy as part of building operations and transportation activities. Project energy consumption is summarized in Table 7.

Table 7: Estimated Annual Project Energy Consumption

Energy Consumption Activity	Annual Consumption
Electricity Consumption	665,502 kWh/year
Natural Gas Consumption	429,126 kBTU/year
Total Fuel Consumption	429,126 gallons of gasoline and diesel
Notes: kWh = kilowatt-hour kBTU = kilo-British Thermal Unit Source: Appendix A	

Operation of the proposed project would consume an estimated 665,502 kWh of electricity and an estimated 429,126 kilo-British Thermal Unit (kBTU) of natural gas on an annual basis. The proposed project's building would be designed and constructed in accordance with the City's latest adopted energy efficiency standards, which are based on the State's Building Energy Efficiency Standards. These are widely regarded as the most advanced building energy efficiency standards and compliance would ensure that building energy consumption would not be wasteful, inefficient, or unnecessary. Conservatively, the electricity consumption figure does not account for PDF GHG-1, which would involve the installation of a minimum 15 percent solar photovoltaic panels on the proposed project's rooftop once an end user has been identified for the proposed speculative warehouse use. Project-related vehicle trips would consume an estimated 429,126 gallons of gasoline and diesel annually. Vehicles utilized during project operation would be subject to the applicable State vehicle fuel-efficiency standards, which would incrementally improve with each year of project operation. In addition, as the operation of vehicles and consumption of transportation fuels is driven by the cost of business operation, there exists the incentive to reduce overall fuel consumption where feasible to reduce operating costs. Moreover, regional access to the site is provided via SR-83 at the East Francis Street exit in addition to SR-60 at the South Grove Avenue exit. Therefore, transportation fuel consumption would not be wasteful, inefficient, or unnecessary. Appendix F of the CEQA Guidelines and the Appellate Court decision in *League to Save Lake Tahoe Mountain etc. v. County of Placer* (2022) 75 Cal.App.5th 63, 164-168, the proposed project would be considered to result in wasteful, inefficient, or unnecessary consumption of energy resources if it would conflict with the following energy

conservation goals: Decreasing overall per capita energy consumption; Decreasing reliance on fossil fuels such as coal, natural gas, or oil; and Increasing reliance on renewable energy sources.

Decreasing Overall Per Capita Energy Consumption

The Trip Generation Assessment and Scoping Memorandum determined that the proposed project is anticipated to generate fewer than 50 net new peak-hour trips during the morning and evening peak-hours. The proposed project on its own, without taking any credit for existing uses, generates fewer than 100 new peak-hour trips (both in actual vehicles and PCE).[13] As such, the proposed project would not result in significant VMT increase in this region.

Decreasing Reliance on Fossil Fuels

The proposed project would be designed and constructed in accordance with the CBC energy efficiency standards. For example, the proposed project would install low flow plumbing fixtures and high-efficiency light that are compliant with the CBC. CBC energy efficiency standards include a broad set of energy conservation requirements that apply to the structural, mechanical, electrical, and plumbing systems in a building. Compliance with the CBC would help reduce the amount of energy required for lighting, water heating, and heating and air conditioning in buildings and promote energy conservation. As a result, the increase in energy conservation and efficiency would reduce the amount of potentially fossil fuel-sourced electricity consumption, thereby reducing project reliance on fossil fuels. Project-related vehicle trips would consume 429,126 gallons of fuel throughout the life of the proposed project due to vehicles traveling to and from the project site. This analysis evaluated operational fuel consumption based on the proposed project's operational assumptions. In addition, the proposed project tenant or fleet operators would be required to comply with heavy-duty truck idling limitations as trucks would unload and load goods to avoid fuel waste. The owners and operators of trucks and freight operations would comply with the Sustainable Freight Action Plan and phase-in zero-emission trucks. Regional access to the project site is provided by SR-60 which is 1 mile south of the project site and SR-83 which is 3,700 feet west of the project site. As a result, the proposed project is located near regional and local roadways that would provide convenient access for future residents and would not result in excessively long VMT. Thus, the location of the proposed project would help minimize fossil fuel reliance with respect to transportation fuel consumption.

Increasing Reliance on Renewable Energy Sources

The proposed project would conflict with this criterion if it did not take steps to increase the reliance on renewable energy sources. The proposed project would be required to comply with the applicable EV charging infrastructure standards for the development type, such as pre-wiring to facilitate future installation of EV charging stations. Additionally, the proposed project, which proposes the construction of a speculative warehouse building, would install a minimum 15 percent solar as required by California Green Building Standards Code to be solar ready, meaning that its rooftop would be designed and wired to accommodate the installation of photovoltaic panels to generate on-site renewable energy. Once an end user has been identified for the proposed project, the extent (i.e., the area and location) or rooftop solar panels would be determined and installed based on the energy needs and other requirements of the end user. This has been incorporated as PDF GHG-1. As a result, the proposed project would be incrementally increasing overall reliance on renewable energy sources by including on-site renewable energy generation technologies and incorporating EV charging infrastructure to facilitate the future use of EVs. As energy consumption resulting from construction and operation of the proposed project would not be considered wasteful, inefficient, or unnecessary, this impact is less than significant.

[13] Urban Crossroads. 2022. South Bon View Warehouse Trip Generation Assessment and Scoping Memo. March.

Mitigation: None.

Project Design Features: PDF GHG-1.

b. Conflict with or obstruct a State or local plan for renewable energy or energy efficiency?

Discussion of Effects: **Less than significant impact.** The proposed project would be evaluated with existing State energy standards and with energy conservation policies included in the CCAP. The proposed project would be served with natural gas provided by Southern California Gas (SoCalGas). SoCalGas has set a voluntary goal to reduce their own electricity usage. Their energy conservation program seeks to (1) reduce GHG emissions, (2) advance new technologies in energy efficiency and emerging, renewable energy, and (3) lower estimated electricity consumption at company facilities through comprehensive energy efficiency retrofits and incorporation of energy efficient measures into new construction.[14] Therefore, the proposed project would be served by a gas company that strives for increased use of renewable energy sources and energy conservation. The proposed project would be served with electricity provided by SCE, which was required to meet California's Renewables Portfolio Standard (RPS) of 33 percent by 2020. SCE's 2020 power mix includes 30.9 percent eligible renewable (biomass and waste, geothermal, eligible hydroelectric, solar, and wind), 3.3 percent large hydroelectric, 15.2 percent natural gas, 8.4 percent nuclear and 42.0 percent unspecified sources of power. [15] SCE also offers the SCE Green Rate 50 Percent option, which includes 65.4 percent eligible renewable (geothermal, solar, and wind), 1.6 percent large hydroelectric, 7.6 percent natural gas, 4.2 percent nuclear, and 21.0 percent unspecified sources of power; and the SCE Green Rate 100 Percent option, which includes 100 percent eligible renewable (solar) sources of power. SCE would be required to meet California's RPS of 60 percent by 2030 and carbon-free electricity by 2045. The proposed project would be designed in accordance with Title 24, California's Energy Efficiency Standards for Residential and Nonresidential Buildings, as applicable. These standards include minimum energy efficiency requirements related to building envelope, mechanical systems (e.g., heating, ventilation, and air conditioning [HVAC] and water heating systems), and indoor and outdoor lighting. The incorporation of the Title 24 standards into the design of the proposed project would ensure that the proposed project would not result in the use of energy in a wasteful manner. In addition, as demonstrated in Table 10 of Section 2.8 (b), the proposed project would be consistent with the applicable GHG-reducing policies from the City's General Plan, which include various energy efficiency and energy conservation policies. Many of the City's policies therein are specific to the City's actions or programs for the City to implement; however, the proposed project is consistent with or would not preclude or conflict with any applicable policy of the City's General Plan intended to improve energy efficiency or energy conservation. As energy consumption resulting from construction and operation of the proposed project would not constitute a conflict with or obstruct a State or local plan for renewable energy or energy efficiency, this impact is less than significant.

Mitigation: None.

7. GEOLOGY AND SOILS

This section is based in part on the Geotechnical Investigation prepared by Sladden Engineering (Sladden) on May 2, 2022, and the Paleontological Records Search prepared by Dr. Kenneth L.

[14] Southern California Gas Company (SoCalGas). 2021. Sustainability at SoCalGas. Website: https://www.socalgas.com/ko/taxonomy/term/731 Accessed July 12, 2022.

[15] California Energy Commission (CEC). 2021. 2020 Power Content Label. Website: https://www.energy.ca.gov/programs-and-topics/programs/power-source-disclosure/power-content-label/annual-power-content-1. Accessed July 12, 2022.

Finger on November 24, 2021. The Geotechnical Investigation and Paleontological Records Search can be found in Appendix D.

Setting
Sladden prepared a Geotechnical Investigation for the proposed project on May 2, 2022. Sladden investigated subsurface conditions at the site by drilling five exploratory boreholes and two supplemental bores on the site. artificial soil was encountered to a depth of generally less than three feet below ground surface (BGS). Just below the artificial fill soil, native alluvial materials were encountered to the maximum explored depth of approximately 40 feet BGS. Generally, the artificial fill soil consisted of light yellowish-brown silty sand. The native soils consist primarily of silty sand and sand with scattered gravels and cobbles. Sampler penetration resistance as measured by field blow counts indicates that density generally increases with depth.

Groundwater was not encountered to a maximum explored depth of approximately 32 feet BGS during the field investigation. Based on Sladden's experience and review of groundwater elevations in the project vicinity, groundwater should not be a factor during project construction.

Would the project:

a. 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.

Discussion of Effects: **Less than significant impact.** Seismically induced ground rupture is defined as the physical displacement of surface deposits in response to an earthquake's seismic waves. Ground rupture is most likely to occur along active faults, and typically occurs during earthquakes of magnitude 5.0 or higher. Ground rupture only affects the area immediately adjacent to a fault. As mentioned in the Geotechnical Investigation, there are no known faults within the project site.[16] No signs of active surface faulting were observed during Sladden's review of non-stereo digitized photographs of the project site and project vicinity. Furthermore, no signs of active surface rupture or secondary seismic effects (such as lateral spreading, lurching, etc.) were identified on-site during the field investigation. The nearest fault to the project site is the Fontana Fault, located approximately 3.1 miles from the project site. Therefore, surface fault rupture is considered to be low. Furthermore, the proposed project would be subject to the most recent CBC requirements for reducing seismic hazards. With implementation of these requirements, impacts related to the rupture of a known earthquake fault would be less than significant.

Mitigation: None.

ii. Strong seismic ground shaking?

Discussion of Effects: **Less than significant impact with mitigation incorporated.** The project site is located in Southern California and would therefore be subject to strong ground shaking associated with seismic activity. As mentioned above, the nearest faut to the project site is the Fontana Fault, located approximately 3.1 miles from the site. Because of the proximity of known

[16] Sladden Engineering. 2022. Geotechnical Investigation. Accessed May 13, 2022.

active and potentially active faults, strong seismic ground shaking is expected during the design life of the proposed project. The proposed project would be required to implement MM GEO-1, which includes requirements during construction and operation of the proposed project, to reduce potential impacts associated with strong seismic ground shaking. With implementation of MM GEO-1, impacts related to strong seismic ground shaking would be less than significant with mitigation incorporated.

Mitigation:

MM GEO-1 Implementation of Geotechnical Investigation Measures During Construction

The proposed project shall implement all measures outlined in the Geotechnical Investigation related to earthwork and grading, foundations, slabs-on-grade, retaining walls, on-site pavement design, corrosion series, utility trench backfill, exterior concrete flatwork, and drainage. Once completed, final project plans and specifications shall be reviewed prior to construction to confirm that the full intent of the recommendations have been applied to design and construction. Following review of plans and specifications, observation shall be performed by the Soil Engineer during construction to document that foundation elements are founded on/or penetrate into the recommended soil, and that suitable backfill soil is placed upon competent materials and properly compacted at the recommended moisture content, as stated in the Geotechnical Investigation. Test and observations shall be performed during grading by the Soil Engineer or their representative in order to verify that the grading is performed in accordance with the project specifications. Field density testing shall be performed in accordance with acceptable American Society of Testing and Materials (ASTM) methods. The minimum acceptable degree of compaction shall be 9 percent for subgrade soils and 95 percent for Class II aggregate base as obtained by the ASTM Test Method D1557. Where testing indicates insufficient density, additional compactive effort shall be applied until retesting indicates satisfactory compaction.

iii. Seismic-related ground failure, including liquefaction?

Discussion of Effects: **Less than significant impact.** Liquefaction is the process in which loose, saturated granular soil loses strength as a result of cyclic loading. The strength loss is a result of a decrease in granular sand volume and a positive increase in pore pressures. Generally, liquefaction can occur if all of the following conditions apply: liquefaction-susceptible soil, groundwater within a depth of 50 feet or less, and strong seismic ground shaking.[17] A low relative density and loose consistency of the granular materials, shallow groundwater table, long duration, and high acceleration of seismic shaking are some of the factors that can cause liquefaction. The presence of predominately cohesive or fine-grained materials and/or absence of saturated conditions can preclude liquefaction. As indicated in the Geotechnical Investigation, because the depth of groundwater in the site vicinity is less than 50 feet, risks associated with liquefaction are considered negligible. Furthermore, because groundwater levels throughout the City are at a depth of at least 50 feet below the ground surface, there is no potential for liquefaction.[18] As such, impacts related to seismic-related ground failure, including liquefaction would be less than significant.

[17] Sladden Engineering. 2022. Geotechnical Investigation. Accessed May 13, 2022.
[18] City of Ontario. 2022. Final Supplemental Environmental Impact Report. Geology and Soils Element. August.

Mitigation: None.

iv. Landslides?

Discussion of Effects: **Less than significant impact.** The project site is located in an industrial and developed area, surrounded by existing industrial and residential development. As stated in the Geotechnical Investigation, the site is situated on relatively level ground and is not immediately adjacent to any slopes or hillsides. No signs of slope instability in the form of landslides, rock fails, earthflows, or slumps were observed at or near the project site during the investigation. Therefore, risks associated with slope instability and landslides are considered negligible. As such, impacts related to landslides would be less than significant.

Mitigation: None.

b. Result in substantial soil erosion or the loss of topsoil?

Discussion of Effects: **Less than significant impact.** Proposed construction would include clearing, grading, excavation, and other earthmoving activities. The project site is currently fully developed; however, these activities would disturb soils and make them vulnerable to wind and precipitation, which would lead to soil erosion, a potentially significant impact. However, projects that disturb one or more acre of soil are required to obtain the General Permit for Discharges of Stormwater Associated with Construction Activity (Construction General Permit), issued by the California State Water Resources Control Board (State Water Board). The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP must list BMPs that the proposed project would implement to control erosion and prevent the conveyance of sediments off-site. Implementation of the conditions of the Construction General Permit would reduce erosion impacts resulting from proposed construction to less than significant levels. During project operation, the proposed project would include new impervious surfaces and landscaping that would minimize soil exposure and erosion risks at the site. The proposed project would be required to submit a Storm Water Quality Management Plan (SWQMP) for review and approval by the City, as outlined in Section 6.6.501 of the Ontario Municipal Code.[19] The SWQMP would include BMPs that the proposed project would be required to incorporate to control stormwater and non-stormwater pollutants during and after construction. Therefore, impacts related to substantial soil erosion and the loss of topsoil would be less than significant.

Mitigation: None.

c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Discussion of Effects: **Less than significant impact with mitigation incorporated.** Liquefaction is a seismic phenomenon in which loose, saturated, fine-grained granular soils behave similarly to a fluid when subjected to high-intensity ground shaking. Liquefaction occurs as the result of shallow groundwater, low density, fine, clean sandy soils, and high-intensity ground motion within a site. Effects of liquefaction can include sand boils, settlement, and bearing capacity failures below foundations. A review of the Ontario General Plan Final Supplemental EIR

[19] Ontario Municipal Code. 2021. Chapter 6: Stormwater Drainage System. Website: https://codelibrary.amlegal.com/codes/ontarioca/latest/ontario_ca/0-0-0-43102. Accessed June 28, 2022.

indicates that the project is not located in an area identified as having a potential for soil liquefaction.[20] Furthermore, the Geotechnical Investigation determined that because groundwater was not encountered at in the site vicinity at depths less than 50 feet, risks associated with liquefaction are considered to be negligible. As mentioned above, the project site situated on relatively level ground and is not immediately adjacent to any slopes or hillsides. No signs of slope instability in the form of landslides, rock fails, earthflows, or slumps were observed at or near the project site during the investigation. Therefore, risks associated with slope instability and landslides are considered negligible. Furthermore, the Geotechnical Investigation found no signs of active surface rupture or secondary seismic effects, including lateral spreading at the project site. Based on the results of the Geotechnical Investigation, the proposed project was determined to be feasible from a geotechnical perspective given that the measures included in the report, outlined under MM GEO-1, are incorporated into the project design, and carried out through construction. The report indicates that the main geotechnical concerns in the design and construction of the proposed project are the presence of the existing buildings and improvements along with the presence of artificial fil soil and potentially compressible surface and near surface native soil. Because the presence of artificial soil and the somewhat compressible condition of the near surface native soil, remedial grading including over-excavation and re-compaction is recommended for the proposed building and foundation areas. It is also recommended that remedial grading within the proposed building areas include over-excavation and or/re-compaction of the artificial fill and primary foundation bearing soil. Specific requirements for site preparation are included in the Geotechnical Investigation under Earthwork and Grading. As such, with implementation of MM GEO-1, impacts related to unstable geologic units, landslides, lateral spreading, subsidence, liquefaction, or collapse would be less than significant with the implementation of mitigation.

Mitigation: MM GEO-1.

d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

Discussion of Effects: **Less than significant impact.** Expansive soils are soils with a significant amount of clay particles that have the ability to give up water (shrink) or take on water (swell). Fine-grained soils, such as silts and clays, may contain variable amounts of expansive clay minerals. When these soils swell, the change in volume exerts significant pressures on loads that are placed on them. This shrink/swell movement can adversely affect building foundations, often causing them to crack or shift, with resulting damage to the buildings they support. According to the Geotechnical Investigation, Expansion Index testing of select soil samples was performed to evaluate the expansive soil potential of the materials underlying the site. based on the results of the laboratory testing, the materials underlying the site are considered to be non-expansive. Therefore, the proposed project would not be located on expansive soil. As such, impacts related to expansive soil would be less than significant.

Mitigation: None.

e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

[20] City of Ontario. 2022. Final Supplemental Environmental Impact Report. Geology and Soils Element.

Discussion of Effects: **No impact.** The project site is located in a developed area of the City of Ontario. The proposed project would connect to the City's existing municipal sewer system and no septic tanks are proposed as part of the project. As such, no impacts would occur.

Mitigation: None.

f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Discussion of Effects: **Less than significant impact.** The Paleontological Records Search conducted by Dr. Kenneth L. Finger determined the project site consists of Holocene alluvial fan deposits. Holocene deposits are too young to be fossiliferous, so therefore the records search focused on the Pleistocene deposits that are likely to be in the subsurface. The absence of surficial Pleistocene deposits on the project vicinity suggests that their presence in the site's subsurface would be well below the depths of project-related earth disturbance activities. Because the site is mapped as Holocene paleontological walkover survey of the site is not recommended. Furthermore, paleontological monitoring is not recommended, as it appears highly unlikely that any potentially fossiliferous units are in the shallow subsurface. Therefore, impacts would be less than significant, and no mitigation is required.

Mitigation: None.

8. GREENHOUSE GAS EMISSIONS

The analysis in this section is based, in part, on the Air Quality, Greenhouse Gas Emissions, and Energy Analysis prepared by FCS on October 17, 2022. The report can be found in Appendix A.

Setting

This section evaluates the greenhouse gas emissions impacts from the proposed project. The proposed project is located within the City of Ontario, San Bernardino County, which is within the SoCAB. The SoCAB is under the jurisdiction of the SCAQMD. The SCAQMD formed a working group to identify GHG emissions thresholds for land use projects that could be used by local lead agencies in the air basin in 2008. The working group developed several different options that are contained in the SCAQMD Draft Guidance Document—Interim CEQA Greenhouse Gas Significance Threshold (Interim GHG Thresholds) that could be applied by lead agencies.[21] The working group has not provided additional guidance since release of the interim guidance in 2008. The SCAQMD Board has not approved the thresholds; however, the Guidance Document provides substantial evidence supporting the approaches to significance of GHG emissions that can be considered by the Lead Agency in adopting its own threshold. The current interim thresholds consist of the following tiered approach:

- Tier 1 consists of evaluating whether or not the project qualifies for any applicable exemption under CEQA Guidelines.
- Tier 2 consists of determining whether the project is consistent with a GHG reduction plan. If a project is consistent with a qualifying local GHG reduction plan, it does not have significant GHG emissions.
- Tier 3 consists of screening values, which the Lead Agency can choose but which must be consistent with all projects within its jurisdiction. A project's construction emissions

[21] South Coast Air Quality Management District (SCAQMD). 2008. Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold. October.

are averaged over 30 years and are added to the project's operational emissions. If a project's emissions are below one of the following screening thresholds, then the project is less than significant:

  - All land use types: 3,000 metric ton (MT) CO_2e per year.
  - Based on land use type: residential: 3,500 MT CO_2e per year; commercial: 1,400 MT CO_2e per year; or mixed use: 3,000 MT CO_2e per year.

- Tier 4 has the following options:
  - Option 1: Reduce Business as Usual (BAU) emissions by a certain percentage; this percentage is currently undefined.
  - Option 2: Early implementation of applicable AB 32 Scoping Plan measures.
  - Option 3: 2020 target for service population (SP), which includes residents and employees: 4.8 MT CO_2e/SP/year for projects and 6.6 MT CO_2e/SP/year for plans.
  - Option 3: 2035 target: 3.0 MT CO_2e/SP/year for projects and 4.1 MT CO_2e/SP/year for plans.
- Tier 5 involves mitigation offsets to achieve target significance threshold.

In summary, the SCAQMD's draft threshold uses the Executive Order S-3-05 year 2050 goal as the basis for the Tier 3 screening level. Achieving the Executive Order's objective would contribute to worldwide efforts to cap CO_2 concentrations at 450 parts per million (ppm), thus stabilizing global climate.

- The City of Ontario adopted its own CCAP on August 16, 2022, that can be used as a basis for determining the proposed project's impact significance. The City of Ontario developed the CCAP to provide strategies to meet or exceed the state targets of reducing emissions 40 percent below 1990 levels by 2030 and 80 percent below 1990 levels by 2050.

To be consistent with State goals detailed in SB 32, Executive Order B-30-15, and Executive Order S-3-05 to reduce GHG emissions by 40 percent below 1990 levels by 2030, a scaled screening GHG threshold can be developed for the anticipated proposed project operational year of 2024. This scaled threshold builds on, and accelerates the attainment of, the targets included in AB 32. Though the SCAQMD has not published a quantified threshold beyond 2020, a threshold of 2,520 MT CO_2e per year would be the appropriate scaled GHG threshold for the buildout year of 2024 based on the GHG reduction goals of SB 32 and Executive Order B-30-15. This is calculated as: 2,520 = 3,000 – ((2024–2020) × {[3,000–3,000 × (1–40%)]/10}).

Would the project:

a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Discussion of Effects: **Less than significant impact.** The project's GHG emissions impact determination is based on the extent to which the project complies with regulations or

requirements adopted to implement a Statewide, regional, or local plan for the reduction or mitigation of GHG emissions. The project's GHG emissions are provided for informational purposes only.

Construction Emissions The proposed project would generate GHG emissions during construction activities resulting from emission sources such as construction equipment, haul trucks, and construction worker vehicles. Although these emissions would be temporary and short-term in nature, they could represent a substantial contribution of GHG emissions. Construction emissions were modeled using CalEEMod Version 2020.4.0. Table 8 presents the proposed project's total construction emissions, which are amortized over the assumed lifetime of the project (30 years) and added to annual operational emissions.

Table 8: Estimated Construction-Related Greenhouse Gas Emissions

Construction Activity	Total GHG Emissions (MT CO_2e per year)
Demolition–2023 + Frontage Construction	78
Grading–2023	58
Building Construction–2023	436
Building Construction–2024	62
Paving–2023	21
Architectural Coating–2024	5
Total Project Construction	
Total Construction GHG Emissions	**659**
Amortized Construction GHG Emissions (30 years)[1]	22

Notes:
GHG = greenhouse gas
MT CO_2e = metric ton carbon dioxide equivalent
[1] Construction GHG emissions are amortized over the anticipated 30-year lifetime of the project.
Source: Appendix A

Operational Emissions Operational or long-term emissions occur over the life of the project. Project operations were modeled for the 2024 operational year, following the completion of construction. Sources for operational emissions are summarized below. Sources for operational GHG emissions include:

Motor Vehicles: These emissions refer to GHG emissions contained in the exhaust from the cars and trucks that would travel to and from the project site.

Natural Gas: These emissions refer to the GHG emissions that occur when natural gas is burned on the project site. Natural gas uses could include heating water, space heating, dryers, stoves, or other uses.

Indirect Electricity: These emissions refer to those generated by off-site power plants to supply electricity required for the project.

Area Sources: These emissions refer to those produced during activities such as landscape maintenance.

Water Transport: These emissions refer to those generated by the electricity required to transport and treat the water to be used on the project site.

Waste: These emissions refer to the GHG emissions produced by decomposing waste generated by the proposed project.

Table **9** presents the estimated annual GHG emissions from the proposed project's operational activities. As previously discussed, the project site is currently occupied by an existing towing service, which generates GHG emissions from area, energy, and mobile sources. Accounting for these existing emissions, as shown in

Table **9**, the proposed project would generate a net emissions increase of approximately 2,155 MT CO_2e per year after the inclusion of 22 MT CO_2e per year from project construction.

Table 9: Project Operational Greenhouse Gas Emissions

Emission Source	Total GHG Emissions (MT CO_2e per year)
Project Operation	
Area	<1
Energy	142
Mobile	2,329
Stationary	38
Waste	47
Water	132
Amortized Construction Emissions[1]	22
Total Project Operational GHG Emissions	**2,710**
Minus Existing Land Use Emissions	***(555)***
Net Project Operational GHG Emissions	**2,155**
Adjusted SCAQMD/CAP GHG Threshold	2,520
Emissions Exceed Threshold?	**No**

Notes:
CAP = Climate Action Plan
GHG = greenhouse gas
MT CO_2e = metric ton carbon dioxide equivalent
SCAQMD = South Coast Air Quality Management District
[1] Construction GHG emissions are amortized over the anticipated 30-year lifetime of the project.
Source: Appendix A

As shown in

Table **9**, the proposed project would generate annual GHG emissions during operation which would not exceed the City's CCAP GHG Threshold or the SCAQMD's Tier 3 GHG significance threshold, as adjusted to show consistency with State GHG emission reduction goals by 2030. As discussed above, the proposed project's combined amortized construction and annual operational GHG emissions would not exceed the applicable threshold of significance of 2,520 MT CO_2e per year. Thus, the proposed project's construction and operational GHG emissions would not result in a significant impact on the environment and impacts would be less than significant.

Mitigation: None.

b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Discussion of Effects: **Less than significant impact.** This impact is addressed by assessing the proposed project's consistency with the applicable measures, policies, and strategies contained in the City's CCAP, ARB's 2017 Scoping Plan, and the SCAG 2020-2045 RTP/SCS. A consistency analysis for each of these plans is presented below.

City of Ontario Community Climate Action Plan

The table below summarizes key policies from the Ontario CCAP that support the City's GHG reduction strategy or would contribute to GHG reductions and sustainable practices in the City. Table 10 provides an analysis of the proposed project's consistency with the applicable CCAP policies.

Table 10: Community Climate Action Plan Strategy Consistency

Climate Action Plan Strategies	Project Consistency
1. Building electrification: Promote and incentivize the phase-out of gas appliances in new and existing homes and business throughout the community to advance GHG reductions, increase energy efficiency, and protect public safety and environmental health.	**Not Applicable**. This strategy tasks the lead agency with developing incentives for the phase-out of gas appliances and does not apply to individual development projects.
2. On-site solar energy for existing residential development: Continue to support and facilitate installation of rooftop solar photovoltaic and on-site solar energy systems in existing residential development.	**Not Applicable.** This strategy tasks the lead agency with supporting and facilitating installation of solar photovoltaic and on-site solar energy systems in existing residential development.
3. On-site solar energy systems for nonresidential development: Ensure new large nonresidential development, including City facilities, includes on-site renewable energy to support the site's energy needs by requiring solar photovoltaic panels or other appropriate on-site renewable energy generation systems for the following types of projects: • New commercial and office buildings, or existing commercial and office building expansions greater or equal to 45,000 square feet in size. • New industrial or existing industrial building	**Consistent.** The proposed project, which proposes the construction of a speculative warehouse building, would install a minimum of 15 percent solar as required by California Green Building Standards Code to be solar ready, meaning that its rooftop would be designed and wired to accommodate the installation of solar photovoltaic panels to generate on-site renewable energy. Once an end user has been identified for the proposed project, the extent (i.e., the area and location) of rooftop solar panels would be determined and installed based on the energy needs and other requirements of the end

Climate Action Plan Strategies	Project Consistency
expansions greater or equal to 100,000 square feet in size.	user. This has been incorporated as PDF GHG-1.
4. Green roofs: Promote and incentivize residents and business owners to install green roofs to conserve energy and reduce surface water runoff.	**Not Applicable**. This strategy applies to the lead agency's responsibility to develop promotional and incentives programs for the installation of green roofs.
5. Urban cooling: Maintain and expand the city's existing tree canopy, with a goal of planting 500 trees annually through 2050 and promote the use of pervious concrete and cool pavement for pavement projects.	**Not Applicable**. This strategy tasks the lead agency will a goal of planting 500 trees annually through 2050 and developing promotional programs for the use of pervious concrete and cool pavement.
6. Energy efficiency retrofits for low-income households: Promote and incentivize voluntary energy efficiency retrofits of homes to reduce natural gas and electricity usage, with the goal of retrofitting 9,000 low-income homes by 2050. Partner with community services agencies to fund energy efficiency projects, including heating, ventilation, air conditioning, indoor lighting, water heating equipment, insulation, and weatherization for low-income residents.	**Not Applicable.** This strategy applies to the lead agency and low-income households.
7. Energy efficiency retrofits: Promote and incentivize voluntary energy efficiency retrofits to reduce natural gas and electricity usage. Partner with regional agencies to expand access to existing energy efficiency and conservation opportunities, incentives, and technical assistance for residents and businesses.	**Not Applicable.** This strategy tasks the lead agency with developing promotional and incentives programs for energy efficiency retrofits.
8. Smart growth and infill: Encourage revitalization of neighborhoods through higher-density, mixed-use, infill development and creative reuse of under-utilized sites within the urban core.	**Consistent**. The proposed project is an infill development that would increase the land use intensity (i.e., density) of the proposed project site.
9. Transit oriented development: Encourage development of compact, mixed-use, and transit-oriented development to improve the regional jobs-housing balance, especially on corridors served by high-ridership transit and bus rapid transit (BRT), such as Holt Avenue.	**Not Applicable.** This strategy tasks the lead agency with encouraging the development of transit-oriented development.
10. Increase transportation ridership: Ensure a reliable and responsive transit system with dedicated and secure funding and resources to support increased ridership.	**Not Applicable.** This strategy tasks the lead agency with supporting transit facilities for increased ridership.
11. Traffic signal synchronization and roadway management: Implement traffic and roadway management strategies to improve mobility and efficiency and reduce associated emissions.	**Not Applicable.** This strategy tasks the lead agency to implement traffic and roadway management strategies.
12. Community vehicle electrification: Promote and incentivize the adoption of electric vehicles (EV) citywide, including light-duty and heavy-duty vehicles, for municipal, commercial, and residential uses.	**Not Applicable**. This strategy tasks the lead agency with developing promotions and incentives programs for the adoption of electric vehicles. However, the proposed project would support this strategy by including electric vehicle charging stalls.

Climate Action Plan Strategies	Project Consistency
13. Active transportation networks: Work with transit agencies, school districts, and employers to facilitate 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.	**Not Applicable**. This strategy applies to the lead agency.
14. Vehicle idling: Limit idling of heavy-duty trucks. Support the South Coast Air Quality Management District (SCAQMD) and ARB anti-idling requirements and provide signage in key areas where idling that is not consistent with SCAQMD or ARB requirements might occur.	**Consistent.** Heavy-duty trucks operated by the proposed project would adhere to SCAQMD and ARB idling regulations.
15. Parking policy and event parking: Adopt a comprehensive parking policy and encourages carpooling and the use of alternative transportation, including providing parking spaces for car-share vehicles at convenient locations with access to public transportation.	**Not Applicable**. This strategy tasks the lead agency with adopting new parking policies and promoting carpooling and alternative transportation.
16. Electrification of construction and landscaping equipment: Promote and incentivize the transition to electric construction and landscaping equipment.	**Not Applicable**. This strategy tasks the lead agency with developing promotional and incentives programs for electric construction and landscaping equipment.
17. Idling ordinance for construction equipment: Limit idling of heavy-duty off-road construction equipment to reduce air pollution and GHG emissions from construction activity.	**Consistent.** Off-road construction equipment used for the proposed project would adhere to SCAQMD and ARB idling regulations.
18. Methane capture at landfills: Support efforts to reduce methane emissions from regional landfills.	**Not Applicable**. This strategy tasks the lead agency with supporting the reduction of methane emissions at landfills.
19. Waste diversion: Exceed waste diversion goals recommended by AB 939 and CALGreen by adopting a citywide diversion target of at least 75 percent of waste.	**Not Applicable**. This strategy tasks the lead agency with adopting a diversion target that exceeds the goals recommended by AB 939 and CALGreen.
20. Construction and demolition waste recovery ordinance: Increase the amount of waste recycled during construction and demolition of buildings.	**Not Applicable**. This strategy tasks the lead agency with adopting an ordinance for increasing the amount of waste recycled during construction and demolition.
21. Indoor water efficiency: Encourage water-efficient retrofits of new and existing buildings by working with water providers and regional agencies.	**Not Applicable.** This strategy applies to the lead agency. However, the proposed project would incorporate the water efficiency measures contained in the latest CALGreen code.
22. Water efficient landscapes and water recycling: Promote drought-tolerant and fire-wise landscaping. Encourage increased use of reclaimed water for landscape irrigation, agricultural, and industrial use.	**Not Applicable**. This strategy applies to the lead agency.
23. Water system and wastewater operations efficiency: Maximize efficiency at drinking water treatment, pumping, and distribution facilities, including development of off-peak demand schedules for heavy commercial and industrial users.	**Not Applicable**. This strategy applies to the lead agency.

Climate Action Plan Strategies	Project Consistency
24. Methane capture for wastewater treatment: Work with Inland Empire Utilities Agency (IEUA), the local wastewater treatment provider, to increase methane capture rate.	**Not Applicable**. This strategy applies to the lead agency.
25. Methane capture for dairy operations: Encourage and incentivize local dairy operations to reduce methane emissions through methane capture technology.	**Not Applicable**. This strategy applies to the lead agency.
26. Climate change awareness and education. Promote climate change awareness and GHG reduction community-wide through a variety of mechanisms, including through support of climate change education in schools or community colleges.	**Not Applicable**. This strategy applies to the lead agency.
27. Carbon sequestration: Establish a citywide carbon sequestration project and sequestration goal of 5,000 MT CO_2 per year.	**Not Applicable**. This strategy applies to the lead agency.
28. Green jobs: Support green job trainings and opportunities to create sustainable, living wage, quality employment opportunities.	**Not Applicable**. This strategy applies to the lead agency.
Source: City of Ontario. 2022. Ontario Community Climate Action Plan. August 16, 2022.	

As discussed in Table 10, the proposed project would not conflict with any applicable strategy from the City's CCAP.

2017 Scoping Plan

The 2017 Scoping Plan summarizes key policies that contribute to GHG reductions and sustainable practices in the City.

Table 11 provides an analysis of the proposed project's consistency with the applicable 2017 Scoping Plan measures.

Table 11: 2017 Scoping Plan Consistency

2017 Scoping Plan Update Reduction Measure	Project Consistency
SB 350 50 percent Renewable Mandate. Utilities subject to the legislation will be required to increase their renewable energy mix from 33 percent in 2020 to 50 percent in 2030.	**Not applicable.** This measure would apply to utilities and not to individual development projects. The proposed project would purchase electricity from a utility subject to the SB 350 Renewable Mandate.
SB 350 Double Building Energy Efficiency by 2030. This is equivalent to a 20 percent reduction from 2014 building energy usage compared to current projected 2030 levels.	**Not applicable**. This measure applies to existing buildings. New structures are required to comply with Title 24 Energy Efficiency Standards that are expected to increase in stringency over time. The proposed project would comply with the applicable Title 24 Energy Efficiency Standards in effect at the time building permits are received.

2017 Scoping Plan Update Reduction Measure	Project Consistency
Low Carbon Fuel Standard. This measure requires fuel providers to meet an 18 percent reduction in carbon content by 2030.	**Not applicable.** This is a Statewide measure that cannot be implemented by a project applicant or lead agency. However, vehicles accessing the project site would benefit from the standards.
Mobile Source Strategy (Cleaner Technology and Fuels Scenario). Vehicle manufacturers will be required to meet existing regulations mandated by the Low Emission Vehicle (LEV) III and Heavy-Duty Vehicle programs. The strategy includes a goal of having 4.2 million ZEVs on the road by 2030 and increasing numbers of ZEV trucks and buses.	**Not Applicable.** This measure applies to vehicle manufactures and does not apply to individual development projects. Nonetheless, portions of the proposed project are industrial in nature and would support minor truck operations. It is expected that deliveries throughout the State would be made with an increasing number of ZEV delivery trucks, including trips that would be coming to and from the project site.
Sustainable Freight Action Plan The plan's target is to improve freight system efficiency 25 percent by increasing the value of goods and services produced from the freight sector, relative to the amount of carbon that it produces by 2030. This would be achieved by deploying over 100,000 freight vehicles and equipment capable of zero emission operation and maximize near zero-emission freight vehicles and equipment powered by renewable energy by 2030.	**Consistent.** This measure applies to owners and operators of trucks and freight operations. The proposed project would generate an estimated 102 daily truck trips to and from the project site, which would allow for zero and near zero-emission vehicles to access the site and deliver goods.
Short-Lived Climate Pollutant (SLCP) Reduction Strategy. The strategy requires the reduction of SLCPs by 40 percent from 2013 levels by 2030 and the reduction of black carbon by 50 percent from 2013 levels by 2030.	**Consistent.** This measure revolves around ARB's SLCP Reduction Strategy that was released in April 2016 as a result of SB 650. SB 650 required the State to develop a strategy to reduce emissions of SLCPs. DPM reductions have come from strong efforts to reduce on-road vehicle emissions. Car and truck engines used to be the largest sources of anthropogenic black carbon emissions in California, but the State's existing air quality policies will virtually eliminate black carbon emissions from on-road diesel engines within 10 years. These policies are based on existing technologies.
SB 375 Sustainable Communities Strategies. Requires Regional Transportation Plans to include a sustainable communities strategy for reduction of per capita vehicle miles traveled.	**Not applicable.** The proposed project does not include the development of a Regional Transportation Plan.
Post-2020 Cap-and-Trade Program. The Post 2020 Cap-and-Trade Program continues the existing program for another 10 years. The Cap-and-Trade Program applies to large industrial sources such as power plants, refineries, and cement manufacturers.	**Not applicable.** The proposed project is not one targeted by the cap-and-trade system regulations, and, therefore, this measure does not apply to the project. However, the post-2020 Cap-and-Trade Program indirectly affects people and entities who use the products and services produced by the regulated industrial sources when increased cost of products or services (such as electricity and fuel) are transferred to the consumers.

2017 Scoping Plan Update Reduction Measure	Project Consistency
Natural and Working Lands Action Plan. The ARB is working in coordination with several other agencies at the federal, State, and local levels, stakeholders, and with the public, to develop measures as outlined in the Scoping Plan Update and the Governor's Executive Order B-30-15 to reduce GHG emissions and to cultivate net carbon sequestration potential for California's natural and working land.	**Not applicable**. The project site is in a built-up urban area and would not be considered natural or working lands.
Source: California Air Resource Board (ARB). 2017. California's 2017 Climate Change Scoping Plan. November. Website: https://ww3.arb.ca.gov/cc/scopingplan/scoping_plan_2017.pdf. Accessed July 12, 2022.	

As discussed in
Table 11, the proposed project would not conflict with any applicable 2017 Scoping Plan Update measures.

SCAG's Regional Transportation Plan/Sustainable Communities Strategy
In September 2008, Governor Arnold Schwarzenegger signed the Sustainable Communities and Climate Protection Act of 2008, also known as SB 375, to align regional planning efforts for housing and transportation with the GHG reduction goals outlined by AB 32. SB 375 requires each Metropolitan Planning Organization (MPO) to adopt a Sustainable Community Strategy (SCS) encouraging compact development that reduces passenger VMT and trips, all for the purpose of meeting ARB-determined regional GHG emissions reduction targets. SCAG is the regional planning agency for Los Angeles Orange, Ventura, Riverside, San Bernardino, and Imperial Counties and is tasked with addressing regional issues related to transportation, the economy, community development, and the environment. ARB set GHG reduction targets of 8 percent by 2020 and 19 percent by 2035 (compared with 2005 levels) for the SCAG region, effective as of October 2018. Adopted on September 3, 2020, SCAG's latest long-range plan, the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020-2045 RTP/SCS or "Connect SoCal"), serves as the roadmap for fulfilling the region's compliance with these latest GHG reduction targets. To this end, the 2020-2045 RTP/SCS recognizes that transportation investments and future land use patterns are inextricably linked, and it acknowledges how this relationship can help the regional make choices that sustain existing resources while expanding efficiency, mobility, and accessibility for all people across the region. The 2020-2045 RTP/SCS land use pattern continues the trend of focusing new housing and employment growth in the region's High-Quality Transit Areas (HQTAs) and aims to enhance and buildout the region's transit network. At the time of the previous 2016-2040 RTP/SCS, HQTAs accounted for just 3 percent of total land in the SCAG region, but they are projected to accommodate 46 percent of the region's future household growth and 55 percent of the region's future employment growth by 2040. HQTAs are a cornerstone of land use planning best practice in the SCAG region, and studies by the California Department of Transportation (Caltrans), the EPA, and the Metropolitan Transportation Commission (MTC) have found that focusing development in areas served by transit can result in local, regional, and Statewide benefits including reduced air pollution and energy consumption. In addition, HQTAs concentrate roadway repair investments, leverage transit and active transportation investments, reduce regional life cycle infrastructure costs, improve accessibility, create local jobs, and have the potential to improve public health and housing affordability. As a result, HQTAs are vital to the attainment of regional GHG emissions targets: successful implementation of the 2020-2045 RTP/SCS would result in more complete communities with a variety of transportation and housing choices, which would reduce automobile use and — crucially—associated GHG emissions. As noted, implementation of the 2020-2045 RTP/SCS is

projected to reduce per capita vehicle GHG emissions by 19 percent by 2035, thus enabling the region to fulfill its portion of SB 375 compliance. Implementation is also projected to reduce daily VMT per capita by 5 percent by 2045. Generally, projects are considered consistent with the provisions and policies of applicable land use plans and regulations if they are compatible with the general intent of the plans and would not preclude the attainment of their primary goals. The land use pattern emphasized by the 2020-2045 RTP/SCS involves concentrating new, dense housing and/or job growth in infill locations and HQTAs in an effort to facilitate alternative transportation modes and reduce vehicle trips and VMT. Development of the proposed project would be consistent with this land use pattern and related smart growth policies to increase housing density within HQTAs. By developing a project with job growth opportunities in an infill location, surrounded by similar industrial uses that is also with a HQTA, the proposed project would contribute directly to the goals of the 2020-2045 RTP/SCS. The proposed project is appropriately located and supports the 2020-2045 RTP/SCS and its smart growth strategies to efficiently coordinate land usage and transportation in an effort to reduce VMT and related GHG emissions. Considering the above consistency analysis, the proposed project would not conflict with any applicable plan, policy, or regulation of an agency adopted to reduce GHG emissions. Therefore, impacts are considered less than significant.

Mitigation: None.

Project Design Features: PDF GHG-1

9. HAZARDS AND HAZARDOUS MATERIALS

The analysis in this section is based, in part, on the Phase I Environmental Site Assessment (Phase I ESA) prepared on August 25, 2021, and April 14, 2022, and the Limited Subsurface Investigation (Limited Phase II ESA) prepared on September 10, 2021, by Ramboll US Consulting, Inc. (Ramboll). The Phase I ESAs and Phase II ESA can be found in Appendix E.

Ramboll did not identify evidence of significant or widespread contamination at the site. Furthermore, based on the ongoing and future industrial warehouse use of the site, no further investigation or action is recommended. Although it is possible that "pockets" of contamination exist at the site near areas of concern identified as RECs in the Phase I ESA and/or in areas that were not investigated as part of the Phase II, such impacts can be managed through the implementation of a Soil Management Plan (SMP) at the time of future site grading or any earthwork activities.

Setting
Hazardous materials, as defined by the California Code of Regulations, are substances with certain physical properties that could pose a substantial present or future hazard to human health or the environment when improperly handled, disposed, or otherwise managed. Hazardous materials are grouped into the following four categories, based on their properties:

Toxic—causes human health effects
Ignitable—has the ability to burn
Corrosive—causes severe burns or damage to materials
Reactive—causes explosions or generates toxic gases

A hazardous waste is any hazardous material that is discarded, abandoned, or slated to be recycled. The criteria that define a material as hazardous also define a waste as hazardous. If improperly handled, hazardous materials and hazardous waste can result in public health hazards if released into the soil or groundwater or through airborne releases in vapors, fumes, or dust. Soil

and groundwater having concentrations of hazardous constituents higher than specific regulatory levels must be handled and disposed of as hazardous waste when excavated or pumped from an aquifer. California Code of Regulations, Title 22, Sections 66261.20–24 contains technical descriptions of toxic characteristics that could cause soil or groundwater to be classified as hazardous waste.

Phase I ESA for 1514 South Bon View Avenue
Ramboll prepared a Phase I ESA for the portion of the site occupied by Kenyon Plastering at 1514 South Bon View Avenue. Kenyon Plastering currently leases and operates a building materials supplier facility at the site, out of an approximately 1,216-square-foot office building and approximately 5,000-square-foot warehouse building. The site was developed as farmland with structures since at least 1938, and occupants during that time appear to have included private individuals for residential and agricultural purposes. Agricultural operations ceased and industrial operations had begun at the site by 1985. Verne Anthony Gunite operated the site from the 1980s until 2012 for construction business. From 2013 to 2021, Engine Drivetrain Repair Services, Inc. (EDRS) operated at the site for autobody repair.

The current site owners have owned the site since 2016. Kenyon Plastering has leased the site since approximately 2018 and uses the site for storage of plaster and concrete and an administrative headquarters.

Ramboll performed the Phase I ESA in accordance with the scope and limitations of the ASTM Standards. The assessment did not reveal any Recognized Environmental Conditions (RECs) in connection with the site.

Underground Storage Tanks
A total of three underground storage tanks (USTs) were formerly located at the site and were removed in 1997 under oversight by the County Fire Department. The site is not listed on the Leaking Underground Storage Tank (LUST) website. A Tank Removal Closure Report was prepared by Deep, Inc. on behalf of Vern Anthony Gunite dated December 1, 1997.

Aboveground Storage Tanks
An approximately 10,000-gallon abandoned silo is located on the northwestern corner of the project site on a concrete pad. Facility personnel reported that it has not been used by any of the site occupants during current ownership and has remained empty. According to a file found in the City of Ontario Building Department records, the silo was installed in 1981 by former owner, Vern Anthony, for use as a cement silo. Facility personnel knew of no leaks or spills relating to the aboveground storage tank (AST), and Ramboll did not observe any evidence of staining or past releases at the time of the site visit.

Finally, Ramboll identified the following *de minimis* conditions:

- **Pavement and Floor Staining**. Ramboll observed multiple areas of exterior pavement and interior flooring where staining was apparent. The oil stain around the used oil drums and new oil tanks extended approximately one foot around the secondary containment. The stain on the exterior pavement near the transformer and air compressor was approximately 2 feet in radius. The stains were limited in areal extent, the underlying pavement/flooring appeared to be intact, and no stains appeared to reach floor drains or stormwater drains. As such, Ramboll considers this matter to represent a *de minimis* condition.

- **Staining on Unpaved Ground**. Ramboll observed an area of darkened staining from an

unknown substance on unpaved surface on the western portion of the site, in an area formerly associated with auto repair operations, underneath metal gates stored in the area. portions of the stain were covered, obscuring visibility, but the area was approximately three to four feet in surface diameter. While the nature of the stain was not clear, the previous use of the western portion of the site was an autobody repair shop. However, Ramboll considers this minor staining matter unlikely to be the subject of additional investigation if brought to the attention of a regulatory authority and considers this matter to represent a *de minimis* condition.

- **Past Use of Site for Residential Purposes and Agricultural Orchards.** The site was previously used for agricultural purposes, including for orchards, from at least 1938 to 1946. During this time, a few scattered residences and associated outbuildings were present on the site. The residences and outbuildings may have used above ground or underground fuel oil tanks for heating purposes and for farm vehicle fueling. Also, past orchard operations may have involved the application of arsenical and lead-based pesticides commonly used on orchards in the first half of the twenty-first century, or other organic pesticides commonly used on orchards thereafter. Ramboll was not provided with any specific information regarding historical agricultural or residential chemicals use at the site. it is possible that residual concentrations of these chemicals may be present in the subsurface, if residual concentrations of these chemicals are present, or if fuel tanks were used for heating or farm vehicle fueling, it is unlikely that they would be the subject of such regulatory scrutiny in the context of a nonresidential land use scenario. As such, Ramboll characterized this finding as a *de minimis* condition, provided the site use remains industrial or commercial and the site is not rezoned for residential use. Furthermore, the proposed project would not include any residential uses.

Phase I ESA for 1516 South Bon View Avenue
Ramboll also prepared a Phase I ESA for the portion of the project site located at 1516 South Bon View Avenue. Field observations concluded that the site is used as a tow yard facility operated by Fleet Sales and Consulting, Inc. (Fleet).

The report indicated that the site was developed by 1993 (possibly earlier) for residential and agricultural purposes. The southwestern portion of the site was an orchard in the 1930s and 1940s. The site was developed for commercial and industrial operations by the early 1970s (and possibly earlier), and at the time the present-day warehouse and two canopies were constructed. Since then, the site has been occupied by a modular building systems company and mobile products company (early 1970s), an insulation supply company (mid-1970s to the mid-1980s), and for vehicle parts manufacturing and sales (1990s). The modular building systems company occupied the site through 1994, the year the current owner purchased the site. The site has been used as a vehicle tow yard since 1994.

Ramboll identified one REC in connection with the site:

- **Potential Impacts from Historical Site Uses and Current Tow Yard Operations.** From at least the 1990s the site has been used for vehicle parts manufacturing (1990s) and tow yard operations (1994 to present). Additionally, the site was used for various light industrial operations in the 1970s and 1980s, during a time when robust environmental regulations were not generally in place regarding chemical handling and waste management. Historical chemical storage and use at the facility is not known and these former industrial operations may have included the use of petroleum products, degreasers, solvents, and/or other chemicals. Ramboll's research indicated that hazardous wastes were generated and improperly stored at the site. the Environmental Data Resources, Inc.

(EDRS) database report (EDRS report) includes Hazardous Waste Information System (HAZNET) listings at the site for a variety of wastes including tetrachloroethylene (PCE) or perchlorethene as a waste in 2000. San Bernardino County Fire Department records include several hazardous materials and hazardous waste storage violations at the site including improper storage of hazardous materials such as open waste containers stored on exterior portions of the site. Ramboll observed two containers or waste liquid stored on the exterior portion of the project site, one of which was stored on unpaved soil with adjacent soil staining. In addition, Ramboll observed numerous oily stains on both unpaved soil and pavement where Fleet stored impounded vehicles.

Ramboll also identified the following *de minimis* condition:

- **Past Use of the Site for Residential Purposes and Agricultural Orchards.** The site was previously used for agricultural purposes, including for orchards, from at least 1938 to 1946. During this time, a few scattered residences and associated outbuildings were present on the site. The residences and outbuildings may have used above ground or underground fuel oil tanks for heating purposes and for farm vehicle fueling. Also, past orchard operations may have involved the application of arsenical and lead-based pesticides commonly used on orchards in the first half of the twenty-first century, or other organic pesticides commonly used on orchards thereafter. Ramboll was not provided with any specific information regarding historical agricultural or residential chemicals use at the site. It is possible that residual concentrations of these chemicals may be present in the subsurface, if residual concentrations of these chemicals are present, or if fuel tanks were used for heating or farm vehicle fueling, it is unlikely that they would be the subject of such regulatory scrutiny in the context of a nonresidential land use scenario. As such, Ramboll characterized this finding as a *de minimis* condition, provided the site use remains industrial or commercial and the site is not rezoned for residential use.

Limited Phase II ESA

Ramboll conducted a limited Phase II ESA for the portion of the project site located at 1516 South Bon View Avenue, which consisted of a limited subsurface investigation. As part of the subsurface investigation, Ramboll prepared a site-specific Health and Safety Plan (HASP) prior to drilling activities, which was designed to minimize exposure of Ramboll field personnel to potentially hazardous materials. Ramboll notified Underground Service Alert (Dig Alert) of their intent to conduct drilling at the site and contracted with Spectrum Geophysics to conduct a geophysical survey in the immediate vicinity of each proposed boring location to identify subsurface structures, anomalies, and to delineate zones for drilling.

On August 23 and 24, 2021, BC2 Environmental advanced eight borings under Ramboll's oversight. Each boring location was hand augured to a depth of approximately 5 feet BGS. During advancement, soils were logged in accordance with the Unified Soil Classification System (USCS). Soil characteristics were recorded on the field log and soil was screened for total VOCs using a photoionization detector (PID). Soil samples were collected at depths of approximately 0.5, 2, and 5 feet BGS. Based on field observations and PID readings, select soil samples were analyzed for VOCs by EPA Methods 5035/8260B, total petroleum hydrocarbons (TPH) by EPA Method 8015B, and metals by EPA Method 6010/7471A. Two samples from each boring location were analyzed and one sample was placed on hold pending the results of the other two sample depth intervals. Soil samples were labeled, stored in a cooler with ice, and couriered to Jones Environmental, Inc., under standard chain-of-custody protocols.

After advancement, temporary soil vapor probes were installed at depths of approximately 5 feet BGS at each boring location. Each vapor probe was constructed with an air stone filter (or

equivalent) connected to 1/8-inch tubing and capped with a valve at its termination above the ground surface. Each air stone filter was set within a minimum of 1.5 inches of sand, topped with a minimum of 1 foot of dry bentonite, followed by hydrated bentonite to 0.5 feet BGS. Prior to sample collection, soil vapor probes were allowed to equilibrate a minimum of 48 hours, as required by the Advisory, a coordinated effort with the California Department of Toxic Substances Control (DTSC), the Los Angeles Regional Water Quality Control Board (Los Angeles RWQCB), and the San Francisco RWQCB to jointly develop the Advisory–Active Soil Gas Investigations document. This document attempts to ensure that high quality data used for regulatory decision-making is collected during active soil gas investigations using consistent methodologies.[24]

On August 27, 2021, soil vapor samples were collected in general accordance with the Advisory by A&R Laboratories, Inc. Soil vapor samples were collected from each probe using a glass syringe, recorded under standard chain-of-custody protocols, and analyzed for VOCs by EPA Method 8260B via the laboratory.

Total Petroleum Hydrocarbons
Results of the samples indicated that concentrations of TPH as oil-range organics were detected at concentrations well below the DTSC commercial screening level (SL). TPH as heavy-range organics do not currently have an established commercial SL, and TPH as gasoline-range organics and diesel-range organics were detected below their laboratory reporting limit (RL).

Volatile Organic Compounds
Nine VOCs, including benzene, n-butylbenzene, ethylbenzene, naphthalene, toluene, 1, 2, 4-trimethylbenene (TMB), 1, 3, 5-TMB, m, p-xylene, and o-xylene were reported in at least one soil sample. Although concentrations of these metals were reported in soil, all metals detected were well below their commercial SLs. No other metals were reported in soil above their respective RL.

Soil Vapor
Ten VOC's, including benzene, n-butylbenzene, ethylbenzene, naphthalene, toluene, 1, 2, 4-, tetrachloroethene, TMB, 1, 3, 5-TMB, m, p-xylene, and o-xylene were reported in at least one soil vapor sample. All detected VOCs were below their respective commercial preliminary screening level (PSL). Using a default attenuation factor (AF) of 0.0001. When applying a more conservative AF of 0.03, naphthalene at one location only slightly exceeded its commercial PSL of 0.012 micrograms per liter, at a depth of 5 feet BGS. No other VOCs exceeded their commercial PSL when applying the more conservative AF.

Would the project:

a. Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?

Discussion of Effects: **Less than significant impact.** The proposed project consists of the construction of a dry storage warehouse facility. The proposed project could result in a significant hazard to the public if it involved hazardous materials or if it involved the placement of housing near a facility that routinely transports, uses, or disposes of hazardous materials. However, proposed construction and operations would involve routine transport and handling of minimal quantities of hazardous substances such as diesel fuels, lubricants, solvents, asphalt, pesticides,

[24] California Department of Toxic Substances Control (DTSC). 2015. Advisory–Active Soil Gas Investigations. July. Website: https://dtsc.ca.gov/wp-content/uploads/sites/31/2021/11/VI_ActiveSoilGasAdvisory_FINAL_a.pdf. Accessed June 23, 2022.

and fertilizers associated with the use and maintenance of a dry storage warehouse facility. Additionally, Ontario General Plan Policy S-6.5 states that it is the policy of the City to regulate facilities that will be involved in the production, use, storage, transport, or disposal of hazardous materials, pursuant to federal, State, and local regulations so that impacts to the environment and sensitive land uses are mitigated. In addition, the City prohibits new hazardous waste facilities in proximity to sensitive land uses and environmental justice areas.[25] New development that generates hazardous waste within the City would be managed in accordance with the California Hazardous Waste Control Law and the Hazardous Waste Control Regulations. During construction, materials would be contained within vehicles, or would be stored in adequate containers to ensure releases to the environment do not occur. No disposal of hazardous materials on the project site is expected to occur. Additionally, hazardous substances utilized for the construction phase of this development would be maintained in compliance with local and State regulations. If a release were to occur, compliance with these local regulations would ensure that impacts to the environment and the public would remain less than significant. Therefore, impacts would be less than significant.

Mitigation: None.

b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Discussion of Effects: **Less than significant impact with mitigation incorporated.** The proposed project consists of the construction of a dry storage warehouse facility. The proposed project does not include any uses or activities that would create a significant hazard to the public or environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. As mentioned above, the proposed project would involve the use of hazardous materials typically required during construction, such as diesel fuel and other motor lubricants. Contractors would comply with applicable federal, State, and local laws pertaining to the safe handling and transport of hazardous materials, which would minimize potential spill occurrences. Spills that may occur during construction activities would likely be minimal and potential adverse effects would be localized. Plans and specifications typically require contractors to clean up immediately any spills of hazardous materials. Because the buildings on-site were constructed during the early 1970s or earlier, there is the possibility of asbestos-containing materials (ACM) and/or lead-based paint (LBP). Implementation of MM HAZ-1 and MM HAZ-2, which require the project applicant to conduct ACM and LBP surveys prior to demolition, would reduce any impacts associated with these hazardous materials through identification and proper handling if found within the site. During project site preparation and construction, the proposed project would require excavation of project site soils. As mentioned in the Phase II ESA, benzene, n-butylbenzene, ethylbenzene, naphthalene, toluene, 1, 2, 4-, tetrachloroethene, TMB, 1, 3, 5-TMB, m, p-xylene, and o-xylene were reported in at least one soil vapor sample. All detected VOCs and metals were below their respective PSL, SL, or RL. While significant contamination of the soil was not observed at the site, there is the possibility that pockets of contamination may exist at the site in areas that were not investigated. Therefore, the project shall implement MM HAZ-3, which requires the implementation of an SMP should any contaminated soil be identified during project construction. Implementation of the SMP would ensure that contamination is managed and remediated prior to project operation. Implementation of MM HAZ-1, HAZ-2, and HAZ-3 would reduce impacts associated with the

[25] City of Ontario. 2022. The Ontario Plan 2050. Safety Element, Policy 2-6.5 Location of Hazardous Materials Facilities. Website: https://www.ontarioca.gov/about-ontario-ontario-plan-policy-plan/safety. Accessed October 11, 2022.

potential release of hazardous materials into the environment and therefore impacts would be less than significant with mitigation incorporated.

Mitigation:

MM HAZ-1 Conduct a Lead-based Paint Survey Prior to Demolition

Prior to disturbance, demolition, or removal of existing buildings on-site, the applicant shall conduct a lead-based paint (LBP) survey in accordance with local and federal regulations to determine the presence of LBP. Any LBP identified shall be removed or stabilized in accordance with all applicable laws, including Occupational Safety and Health Administration (OSHA) Guidelines, and to the satisfaction of the Public Works Director.

MM HAZ-2 Conduct an Asbestos-containing Materials Survey Prior to Demolition

Prior to disturbance, demolition, or removal of existing buildings on-site, the applicant shall conduct an asbestos-containing materials (ACM) survey in accordance with local and federal regulations to determine the presence of ACM. In the event that ACM is detected, the applicant shall facilitate the proper removal and disposal of materials identified prior to any activities with the potential to disturb them compliant with, United States Environmental Protection Agency (EPA) National Emission Standard for Hazardous Air Pollutants (NESHAP) regulations.

MM HAZ-3 Implementation of a Soil Management Plan if Contamination is Found During Construction

Should any contamination be found within project sols during construction, the applicant shall coordinate with the construction contractor to implement a Soil Management Plan (SMP) to reduce contamination within project areas.

c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Discussion of Effects: **Less than significant impact.** The Baldy View Regional Occupational Program is located east of the project site directly across Bon View Avenue (approximately 0.02 mile). The next nearest school to the project site is Bon View Elementary School, located approximately 0.7 mile south of the project site. The proposed project consists of the construction of a dry storage warehouse facility. Because of the proximity of the school to the project site, the proposed project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school. As such, impacts would be less than significant.

Mitigation: None.

d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Discussion of Effects: **Less than significant impact.** As part of the Phase I ESA prepared for

the proposed project, Ramboll conducted a review of regulatory agency databases to determine the presence of hazardous materials on-site. The portion of the project site at 1514 South Bon View Avenue was included in four listings, including listings for three USTs, two 10,000 gallon diesel fuel USTs and one 6,000 gallon regular unleaded fuel UST on-site, a listing in the San Bernardino County Permit database as a "Special Generator" permit holder and a "Hazardous Materials Handler 11-25 Employees" permit holder under Facility ID FA0007120. Additionally, the current owner is listed on the Resource Conservation Recovery Act (RCRA) Database as a Non-Generator or No Longer Regulated Site (NONGEN/NLR), and EDRS, Inc. is listed on the RCRA NONGEN/NLR, Hazardous Waste Tracking System (HWTS), and HAZNET databases under identification number CAL000368716. All three USTs have been removed and soil confirmation samples revealed no contamination of the subsurface. The remaining listings are inactive, expired, or closed, and are not indicative of a contamination concern. The portion of the project site at 1516 South Bon View Avenue was included in five listings, including the Superfund Enterprise Management System (SEMS) site for previous drum removal site, a Small Quantity Generators (SQG) list of hazardous waste by Bill and Wags, Inc., a generator of hazardous waste by Fleet Sales and Consulting, Inc., a listing on the HWTS and HAZNET database as a generator of hazardous waste and an RCRA non-generator of hazardous waste by the EPA, and a listing on the Clandestine Drug Lab database indicating illegal drug lab materials may have been present at the site and the presence of a mobile drug lab on-site. These listings do not suggest a contamination concern and Ramboll did not observe visual evidence of mobile drug labs on-site during the site visit, and there is no indication of release in the listing for the drug lab. Furthermore, properties adjacent to the site were listed in contamination-related databases. None of the listings were determined to be an environmental concern to the site. Therefore, the project site is not listed on a hazardous materials site compiled pursuant to Government Code Section 65962.5. As such, impacts would be less than significant.

Mitigation: None.

e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

Discussion of Effects: **No Impact**. The project site is located approximately 1 mile southwest of the Ontario International Airport. According to the airport's noise exposure map, the project site is located inside of the 60 to 65 A-weighted decibel (dBA) Community Noise Equivalent Level (CNEL) airport noise contours. This would not exceed the City's 70 dBA CNEL "Clearly Acceptable" standard for warehousing land uses, and implementation of the proposed project would not expose persons working at the project to excessive noise levels from aircraft. The proposed project is not a noise-sensitive land use; its development at the project site would not present a land use and noise compatibility issue, and no impact would occur.

Mitigation: None.

f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Discussion of Effects: **Less than significant impact.** The City of Ontario adopted a Hazard Mitigation Plan in 2018, which outlines measures for reducing and/or eliminating risk in the City.[26]

[26] City of Ontario. 2018 Hazard Mitigation Plan. Website: https://www.ontarioca.gov/sites/default/files/Ontario-Files/Fire/Ready%20Ontario/city_of_ontario_2018_hmp.pdf. Accessed November 3, 2021.

The proposed project does not include any characteristics that would physically impair or otherwise interfere with an emergency response or evacuation plan in the project vicinity. Therefore, impacts related to the impairment of interference with an adopted Hazard Mitigation Plan would be less than significant.

Mitigation: None.

g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Discussion of Effects: **Less than significant impact.** The project site is not located within a Fire Hazard Severity Zone (FHSZ).[27] The closest Very High FHSZ is approximately 5.10 miles northwest of the project site. In addition, the project site is predominantly surrounded by existing development. As such, the proposed project would not be subject to potential wildland fires. Ontario Fire Department already provides service to the site and surrounding area and would continue to provide fire protection and response. The nearest fire station to the site is Ontario Fire Department Station No. 3 located approximately 1.1 miles southeast of the project site. Therefore, impacts related to wildland fires would be less than significant.

Mitigation: None.

10. HYDROLOGY AND WATER QUALITY

Would the project:

a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

Discussion of Effects: **Less than significant impact.** The proposed project has the potential to release water pollutants during construction and operation that may violate water quality standards and degrade surface or groundwater quality. During construction, runoff carrying eroded soils and pollutants could enter storm drainage systems and the Santa Ana River, increasing sedimentation and degrading downstream water quality or seep into the groundwater table. This would represent a potentially significant impact related to surface and groundwater quality. Under the NPDES General Construction Permit (NPDES No. CAS612008, Order No. R2-2015-0049) process, projects that disturb one or more acres of land, such as the proposed project, are required to obtain a permit before the start of construction activity. As a part of the NPDES General Construction Permit, the proposed project would be required to prepare and implement a SWPPP during construction in accordance with federal and State requirements. The SWPPP would identify structural and nonstructural BMPs intended to prevent erosion during construction. For example, temporary BMPs include temporary dikes, sediment traps, and straw bale that would prevent sediment and other pollutants from leaving the project site in stormwater flows. Although construction activities have the potential to generate increased water pollution and sedimentation, compliance with applicable policies and regulations would minimize the potential to degrade water quality in downstream water bodies to the maximum extent possible. As a result, construction-related project impacts related to surface and groundwater water quality would be less than significant. Under existing conditions, the project site is fully developed with several existing buildings associated with a towing service, plastering company, engine repair services, and associated paved parking areas. The proposed project would construct a dry storage

[27] California Department of Forestry and Fire Protection (CAL FIRE). 2021. FHSZ Viewer. Website: https://egis.fire.ca.gov/FHSZ/. Accessed November 3, 2021.

warehouse up to approximately 167,600 square feet in size with up to 162,600 square feet of warehouse uses, a 5,000-square-foot ground floor office, 18 dock doors, one grade door, and 105 auto parking stalls. Consequently, stormwater runoff generated from the proposed project could carry pollutants such as sediment, motor oil, or trash into downstream waterways, which could degrade surface or groundwater quality. The proposed project would be subject to Section 6.6.501 of the Ontario Municipal Code, which requires projects to submit a SWQMP for review and approval by the City.[28] The proposed project would install an on-site storm drain system consisting of ribbon gutters, catch basin inlets, and underground pipes. Runoff would be directed toward an underground infiltration basin located within the drive aisle toward the southeast corner of the project site. Furthermore, the proposed project would include landscaping setbacks that would also reduce peak runoff flow and treat stormwater flow prior to release. With compliance with the Ontario Municipal Code, implementation of BMPs, and installation of landscaping throughout the project site, the proposed project would not violate water quality standards or waste discharge requirements. As such, impacts would be less than significant. As such, compliance with these local, State, and federal policies and regulations, including preparation of a WQMP, would ensure that short-term and long-term project-related impacts to water quality would be less than significant.

Mitigation: None.

b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Discussion of Effects: **Less than significant impact.** As mentioned previously, the proposed project would install an on-site storm drain system consisting of ribbon gutters, catch basin inlets, and underground pipes. Runoff would be directed toward an underground infiltration basin located within the drive aisle toward the southeast corner of the project site. Furthermore, the proposed project would not deplete groundwater supplies nor substantially interfere with groundwater recharge such that there would be a new deficit in aquifer volume or a lowering of the local groundwater table level, as it would comply with the conditions set forth by the NPDES General Construction Permit and SWPPP, and would include catch basins and a modular wetland treatment device within the site, which would allow for groundwater recharge. As such, project implementation would therefore result in a less than significant impact on groundwater supplies.

Mitigation: None.

c. 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;

Discussion of Effects: **Less than significant impact.** During construction and grading the proposed project would likely alter the on-site drainage pattern. However, the proposed project would be required to implement a SWPPP as part of the Construction General Permit. The SWPPP is designed to ensure that erosion, siltation, and flooding are prevented or minimized to the maximum extent feasible during construction. Furthermore, the proposed project would be required to adhere to Section 6.6.501 of the Ontario Municipal Code, which requires submittal and approval of a SWQMP. During project operation, the proposed project would include new

[28] City of Ontario. 2021. Ontario Municipal Code. Stormwater Quality Management Plan. Website: https://codelibrary.amlegal.com/codes/ontarioca/latest/ontario_ca/0-0-0-43101. Accessed June 28, 2022.

impervious surfaces and landscaping that would minimize soil exposure and erosion risks at the project site. The proposed project would be required to submit a SWQMP for review and approval by the City, as outlined in Section 6.6.501 of the Ontario Municipal Code. The SWQMP would include BMPs that the proposed project would incorporate to control stormwater and non-stormwater pollutants during and after construction. As mentioned previously, the proposed project would install an on-site storm drain system consisting of ribbon gutters, catch basin inlets, and underground pipes. Runoff would be directed toward an underground infiltration basin located within the drive aisle toward the southeast corner of the project site. Therefore, impacts related to substantial soil erosion and the loss of topsoil would be less than significant.

Mitigation: None.

ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;

Discussion of Effects: **Less than significant impact.** The project site is currently fully developed with several existing buildings associated with a towing service, plastering company, engine repair services, and associated paved parking areas. The proposed project would consist of a dry storage warehouse up to approximately 167,600 square feet in size with up to 162,600 square feet of warehouse uses and would also include a 5,000-square-foot ground floor office. The proposed project would include 18 dock doors, one grade door, and 105 auto parking stalls. Furthermore, the proposed project would install an on-site storm drain system consisting of ribbon gutters, catch basin inlets, and underground pipes. Runoff would be directed toward an underground infiltration basin located within the drive aisle toward the southeast corner of the project site. For these reasons, the proposed project would not increase the rate or amount of surface runoff that could result in flooding. In addition, the proposed project would adhere to Section 6.6.501 of the Ontario Municipal Code which requires the approval and implementation of a SWQMP. Measures contained in the SWQMP would reduce the peak stormwater runoff flow rate and volumes to prevent flooding on- or off-site. Therefore, impacts would be less than significant.

Mitigation: None.

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?

Discussion of Effects: **Less than significant impact.** The project site is currently fully developed with several existing buildings associated with a towing service, plastering company, engine repair services, and associated paved parking areas. The proposed project would consist of a dry storage warehouse up to approximately 167,600 square feet in size with up to 162,600 square feet of warehouse uses, a 5,000-square-foot ground floor office, 18 dock doors, one grade door, and 105 auto parking stalls. As mentioned previously, the proposed project would install an on-site storm drain system consisting of ribbon gutters, catch basin inlets, and underground pipes. Runoff would be directed toward an underground infiltration basin located within the drive aisle toward the southeast corner of the project site. For these reasons, the proposed project would not increase the rate or amount of surface runoff that could result in flooding. Nevertheless, as stated in Impact 10(c)(i) and (ii), the proposed project would adhere to Section 6.6.501 of the Ontario Municipal Code which requires the approval and implementation of a SWQMP. As part of this requirement, the SWQMP would need to demonstrate that project stormwater flows would not be greater than existing stormwater flows. As a result, the proposed project would not create or contribute runoff such that it would exceed the capacity of existing or planned stormwater drainage systems or generate substantial sources of polluted runoff. Therefore, impacts would be

less than significant.

Mitigation: None.

iv. Impede or redirect flood flows?

Discussion of Effects: **Less than significant impact.** The proposed project is not located in an area prone to flooding or in a designated flood hazard zone. As described under Impact 10(d) below, while the proposed project is within the San Antonio Dam Failure Inundation Area, it is not located in a flood hazard, tsunami, or seiche zone. As such, the proposed project would not impede or redirect flood flows. Therefore, impacts would be less than significant.

Mitigation: None.

d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Discussion of Effects: **Less than significant impact.** Seiches and tsunamis are short duration, earthquake-generated, water waves in large, enclosed bodies of water and the open ocean. The proposed project is not located in an area prone to flooding or in a designated flood hazard zone. However, the project site is located in the San Antonio Creek Dam Failure Inundation Area.[29] The project site is approximately 50 miles east of the ocean and therefore would not be subject to seiche or tsunami hazards because it is located inland and far away from any enclosed or semi-enclosed body of water. The proposed project would install an on-site storm drain system consisting of ribbon gutters, catch basin inlets, and underground pipes. Runoff would be directed toward an underground infiltration basin located within the drive aisle toward the southeast corner of the project site. Features would reduce water flow and release of pollutants at the project site. Therefore, the proposed project would not risk the release of pollutants due to project inundation. Impacts would be less than significant.

Mitigation: None.

e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Discussion of Effects: **Less than significant impact.** Given that proposed construction would disturb more than 1 acre of land, the proposed project would be required to comply with the terms of the Construction General Permit, which require the preparation and implementation of a SWPPP that include BMPs to ensure reduction of pollutants from construction activities potentially entering surface water or groundwater basins. No groundwater extraction or utilization is included as part of the proposed project. Furthermore, the proposed project would include an on-site storm drain system consisting of ribbon gutters, catch basin inlets, and underground pipes. Runoff would be directed toward an underground infiltration basin located within the drive aisle toward the southeast corner of the project site. Thus, the proposed project would not conflict with or obstruct the implementation of a water quality control plan or sustainable groundwater management plan. Impacts would be less than significant.

Mitigation: None.

[29] City of Ontario. 2022. Final Supplemental Environmental Impact Report. Hydrology, Figure 5.10-3. Dam Inundation Zones. August.

11. LAND USE AND PLANNING

Setting
The Ontario General Plan land use designations for the project site is Industrial. According to the City of Ontario Zoning Map, the project site is zoned as IG.
Would the project:

a. Physically divide an established community?

Discussion of Effects: **No impact.** The physical division of an established community would occur if construction of a large linear feature such as a railroad or interstate highway separated an existing community, or if a feature, such as a bridge that connects a community, is removed. The site is currently developed with several existing buildings associated with a towing service, plastering company, engine repair services, and associated paved parking areas. The proposed project consists of the construction of an approximately 167,600-square-foot building consisting of a 162,600-square-foot warehouse space, and a 5,000-square-foot ground floor office. Existing roadways would not be removed or altered in a way that would reduce connectivity. Furthermore, the proposed project does not include the construction of any large linear features that would separate a community. Therefore, the proposed project would not physically divide an established community. No impact would occur.

Mitigation: None.

b. 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?

Discussion of Effects: **No impact.** All three parcels are designated as Industrial according to the Ontario General Plan,[30] and zoned as IG according to the Ontario Zoning Map.[31] The Industrial land use designation allows for a variety of light industrial uses, including warehousing/distribution, assembly, light manufacturing, research and development, storage, repair facilities, and supporting retail and professional office uses. The proposed construction of a dry storage warehouse facility is consistent with these designations. The project site would not require a General Plan Amendment or rezone. Therefore, the proposed project would not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. As such, no impact would occur.

Mitigation: None.

12. MINERAL RESOURCES

Setting
According to Figure 5.12-1 from the General Plan Final Supplemental EIR, the project site is located within an area designated as MRZ-3, an area where the significance of mineral deposits cannot

[30] City of Ontario. 2022. The Ontario Plan 2050. Land Use Element, Figure LU-01: Land Use Plan. Website: https://experience.arcgis.com/experience/8fb205add9834e4babcec72bd68beb50Accessed October 11, 2022.

[31] City of Ontario. 2016. Zoning Map. Website: https://www.ontarioca.gov/sites/default/files/Ontario-Files/Planning/Documents/Zoning%20Map/Zoning_20220415.pdf. Accessed June 28, 2022.

be determined from the available data.[32] Mineral resources in the City are limited to construction aggregates such as sand and gravel. There are currently no permitted mining operations in the City.

There are no areas in the project vicinity that are designated by the State Mining and Geology Board under the California Surface Mining and Reclamation Act of 1975 (SMARA). The project site is not located in a recognized mineral resource recovery zone.[33]

Would the project:

a. 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?

Discussion of Effects: **Less than significant impact.** As mentioned above, the project site is located within an area designated as MRZ-3, an area where the significance of mineral deposits cannot be determined from the available data. The General Plan EIR determined that development in a MRZ-3 would not result in significant impacts as mineral resources of Statewide or local importance are not identified in the California Geological maps. Review of Department of Conservation Mineral Land Classification Maps indicates that there are no areas within the project site or project vicinity that are located within a recognized mineral resource recovery zone.[34] As described in Impact 11, Land Use and Planning, the proposed project would be consistent with existing land use designations and the General Plan. As a result, the proposed project would not be located in a resource recovery zone and would not result in the loss of a known mineral resource. Therefore, impacts would be less than significant.

Mitigation: None.

b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

Discussion of Effects: **Less than significant impact.** As mentioned above, the project site is located within an MRZ-3 area. The General Plan Final Supplemental EIR states that land uses inherently incompatible with mining include residential, commercial, public facilities, and geographically limited but impact-intensive industrial. The General Plan designates the project site as Industrial. As described in Impact 11, Land Use and Planning, the proposed project would be consistent with existing land use designations in the General Plan and Zoning Code. As a result, the proposed project would not result in the loss of availability of a locally important mineral resource recovery site shown in the General Plan because the General Plan does not delineate a mineral resource recovery site on the project site. Therefore, impacts would be less than significant.

Mitigation: None.

13. NOISE.

The analysis in this section is based, in part, on the Noise Impact Analysis Report prepared by

[32] City of Ontario. 2022. Final Supplemental Environmental Impact Report. Mineral Resources, Figure 5.12-1 Areas of Mineral Resource Significance. August.
[33] California Department of Conservation. 2015. Mineral Land Classification. Website: https://maps.conservation.ca.gov/mineralresources/. Accessed October 19, 2021.
[34] Ibid.

FirstCarbon Solutions (FCS) on August 4, 2022. The report can be found in Appendix F.

Setting
The project site is in a heavily urbanized area in the City of Ontario, approximately 1 mile north of SR-60 and approximately 0.64 mile east of SR-83. The project site is surrounded by South Bon View Avenue, educational facilities and a vacant lot to the east–southeast, and industrial warehouse buildings to the north, west, and south.

The site is surrounded by existing industrial development and roadways. The project site is located approximately 1.1 mile to the nearest runway of Ontario International Airport. Regional access to the site is available from SR-83 via the East Francis Street exit in addition to SR-60 at the South Grove Avenue exit. Local access to the site is available via South Bon View Avenue and South Campus Drive.

Existing Traffic Noise
The dominant noise source in the immediate project vicinity is traffic noise on adjacent roadways. Existing traffic noise levels along selected roadway segments in the project vicinity were modeled using the Federal Highway Administration (FHWA) Traffic Noise Prediction Model (FHWA-RD-77-108). The traffic volumes described here correspond to existing peak-hour traffic counts. The model inputs and outputs—including the 60 dBA, 65 dBA, and 70 dBA Day-Night Average Sound Level (L_{dn}) noise contour distances—are provided in Appendix A of this document. A summary of the modeling results is shown in Table 12. As is shown in Table 9, traffic noise levels range up to 68.9 dBA CNEL at 50-feet from the outermost travel lane on the roadway segment adjacent to the project site.

Table 12: Existing Traffic Noise Levels

Roadway Segment	Approximate ADT	Centerline to 70 CNEL (feet)	Centerline to 65 CNEL (feet)	Centerline to 60 CNEL (feet)	CNEL (dBA) 50 feet from Centerline of Outermost Lane
Bon View Avenue–Francis Street to project driveway	4,500	< 50	107	229	68.6
Bon View Avenue–project driveway to Belmont Street	4,800	53	111	239	68.9

Notes:
ADT = Average Daily Traffic; this is based on the peak-hour turning volumes from the traffic study, multiplied by a factor of 10.
CNEL = Community Noise Equivalent Level
dBA = A-weighted decibel
[1] Modeling results do not consider mitigating features such as topography, vegetative screening, fencing, building design, or structure screening. Rather, they assume a worst-case scenario of having a direct line of site on flat terrain.
Source: FirstCarbon Solutions (FCS) 2022.

According to the CEQA Guidelines, Appendix G, to determine whether impacts related to noise and vibration are significant environmental effects, the following questions are analyzed and evaluated.

Would the project result in:

a. 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?

Discussion of Effects: **Less than significant impact.** A significant impact would occur if construction activities would generate a substantial temporary increase in ambient noise levels in the project vicinity in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. Neither the Municipal Code, the City's General Plan, nor the City's CEQA Guidelines contain quantitative noise standards that are specific or directly applicable to construction activities, though Municipal Code Section 5-29.09 would prohibit construction-related noises from occurring before 7:00 a.m. and after 6:00 p.m. on weekdays, or before 9:00 a.m. and after 6:00 p.m. on Saturday and Sunday. As discussed, Municipal Code Section 5-29.09 would conditionally allow construction-related noise during restricted time periods, if noise levels do not exceed the allowable exterior and interior standards established by Municipal Code Section 5-29.04 and 5-29.05 (see Table 6 and Table 7 in Appendix F). During allowable construction hours, construction-related noises would be exempt from these exterior and interior standards. From a CEQA standpoint, this regulatory framework does not adequately meet the requirements of a threshold by which a determination of significance may be evaluated. As such, the following criteria to determine significance are informed by this regulatory framework, in addition to other considerations. The proposed project's construction noise impact would be considered significant if any of the following were to occur: Construction activities would take place before 7:00 a.m. or after 6:00 p.m. on weekdays, or before 9:00 a.m. and after 6:00 p.m. on Saturday and Sunday, and would generate noise levels in excess of Municipal Code Section 5-29.04 and Section 5-29.05 standards shown in Table 6 and Table 7; or construction activities would generate noise increases of 5 dBA Equivalent Continuous Sound Level (L_{eq}) or more at noise-sensitive land uses. The averaging period shall be equivalent to the duration of a single workday, from start to finish of that day's construction activities. Conservatively, this noise increase approximates a readily apparent increase in ambient noise levels. Neither the City's General Plan nor its CEQA Guidelines contain any guidance concerning the identification of noise-sensitive receptors. However, noise-sensitive receptors are generally considered to consist of land uses such as residences, schools, hospitals, churches, and similar locations where excess noise could reasonably pose a disruption, interference, or annoyance. For the proposed project, the nearest noise-sensitive receptors consist of residential land uses located along South Campus Avenue, approximately 700 feet west of the project site. The nearest other noise-sensitive receptors are two schools, Linda Vista Kindergarten School and De Anza Middle School, which are located approximately 2,000 feet west of the project site.[35]

Construction Equipment Operational Noise

Construction of the proposed project would generate noise during the approximately 12-month schedule of demolition, site preparation, grading, building construction, paving, and architectural coatings activities. The proposed project is anticipated to utilize a standard five-day work week, and construction would occur during standard daytime hours, which are generally between 7:00 a.m. and 5:00 p.m. Thus, pursuant to Municipal Code Section 5-29.09, noise levels associated with the proposed project's construction activities would be exempt from the exterior and interior noise standards set forth by Municipal Code Section 5-29.04 and Section 5-29.05 (shown in Table 6 and Table 7 in Appendix F), and the proposed project's construction activities would not be in violation of any Municipal Code noise standards. Noise from grading activities is typically the foremost concern when evaluating a project's construction noise impact, as grading activities often require extensive use of heavy-duty, diesel-powered earthmoving equipment. For the proposed project, grading would have the greatest—and noisiest—construction vehicle requirements, as a fleet of

[35] A trade school located east of the proposed project site, across Bon View Avenue, would not be considered noise sensitive.

grading vehicles would be required to grade the 7-acre project site. Other construction phases would have reduced vehicle requirements. For example, building construction could at times require a crane truck, several construction forklifts, and skid steer loaders. These vehicles are much less powerful than the types of heavy-duty excavators, graders, and bulldozers that would be required to grade the project site. Given this consideration, the following analysis assesses noise impacts that may result from the proposed project's grading activities. Grading for the proposed project is estimated to last approximately four weeks. The bulk of grading activities would be characterized by extensive use of a grader, excavator, and bulldozer vehicles. A grader would be utilized to level the site and establish proper slopes and drainages. An excavator would trench for utility connections and aid in the removal of any artificial fill material. A bulldozer may assist with all grading tasks. Ultimately, these vehicles would operate across the seven-acre project site from hour to hour and day to day. As this occurs, construction noise levels at surrounding sensitive receptors would fluctuate depending on these vehicles' distances from them. Noise levels would generally be greater when these vehicles are nearer to sensitive receptors and lower when they are positioned farther away. Notwithstanding this fact, the noise impact associated with the proposed project's grading activities has been evaluated by initially performing a conservative screening analysis in which a grader, excavator, and bulldozer are assumed to spend an entire workday operating at minimum project-to-receptor distances. As noted earlier, the nearest noise-sensitive receptors to the proposed project are residential land uses located along South Campus Avenue, approximately 700 feet west of the project site. Based on the screening analysis described above, grading-related noise levels would not exceed 61 dBA L_{eq} at these residential land uses. As explained earlier, Municipal Code Section 5-29.04 and Section 5-29.05 exterior and interior noise standards would not apply to the proposed project's construction activities due to an exemption provided by Municipal Code Section 5-29.09. Notwithstanding, even if there were no exemption for the proposed project's construction activities, this 61 dBA L_{eq} noise level still would not exceed the 65 dBA L_{eq} Municipal Code Section 5-29.04 exterior noise standard for single- or multi-family residential land uses. It also would not lead to exceedances of the 45 dBA L_{eq} Municipal Code Section 5-29.05 interior noise standard for single- or multi-family residential land uses. Further, it is worth noting that Figure S-3a of the previous General Plan's Safety Element indicates that noise levels surrounding these residential land uses likely range between 60 dBA CNEL and 70 dBA CNEL (the City's latest General Plan did not develop new noise level contours). Thus, the proposed project's generation of a maximum 61 dBA L_{eq} construction-related noise level at these residential land uses reasonably would not be capable of resulting in noise increases greater than approximately 3 dBA, which correlates with a barely perceptible increase in noise. And as a reminder, this screening analysis evaluated a conservative "worst-case" construction scenario in which major earthmoving vehicles operate at the nearest project-to-receptor distance for an entire workday; in reality, construction-related noise levels at these residential land uses would be lower than 61 dBA L_{eq} because construction vehicles and activities would be spread across the 7-acre project site—not clustered at minimum project-to-receptor distances. Given these considerations, neither the absolute noise level nor the incremental noise increase associated with the proposed project's construction activities would be considered substantial at the nearest residential land uses along South Campus Avenue. As a result, this impact would be considered less than significant. Linda Vista Kindergarten School and De Anza Middle School are two noise-sensitive school land uses that are located approximately 2,000 feet west of the proposed project. Given this distance, it is unlikely that on-site construction noises at the project site would be audible whatsoever at these receptors, let alone capable of contributing to substantial noise impacts.

Construction-related Traffic Noise

Haul trips, construction worker vehicle trips, and other construction-related trips would occur over the course of the proposed project's construction. The greatest off-site traffic noise impacts would be associated with haul trips generated by the proposed project's demolition and grading

phases. These phases could involve the export of approximately 8,246 cubic yards of material. Material would consist of debris associated with the demolition of existing site uses and artificial fill that would be removed as part of the proposed project's grading phase. This could require approximately 2,209 haul trips over the course of the proposed project's demolition and grading phases, which are anticipated to last 40 workdays (i.e., 8 weeks). This corresponds with an average of approximately 55 haul trips per workday. Driveway counts by Urban Crossroads determined that the project site's existing uses would result in an average of 108 passenger car trips and 71 truck trips per day, [36] meaning that construction of the proposed project would result in a net reduction of truck trips associated with the site. Therefore, the proposed project's addition of haul trips to local roadways would not be capable of substantially increasing traffic noise levels associated with the site, much less substantially increasing roadside noise levels along nearby roadways (especially given the fact that the proposed project is located in an industrial area with relatively elevated existing volumes of truck traffic). Haul trucks would not utilize sensitive residential streets when accessing Mission Boulevard, Euclid Avenue, or other designated truck routes in the City. In this way, the proposed project would also be consistent with General Plan Policy S-4.4, which concerns minimizing the noise impacts of truck traffic on sensitive land uses. Generally, a doubling of traffic is required to increase roadway noise levels by 3 dBA, which corresponds with a barely perceptible noise increase. The proposed project's modest generation of construction vehicle trips would not come close to doubling traffic volumes along South Bon View Avenue or any other surrounding roadway and therefore would not be capable of generating perceptible increases in roadside ambient noise levels, let alone substantial increases. Based on driveway counts by Urban Crossroads, construction of the proposed project would result in a net reduction of passenger car and truck trips associated with the site. As a result, this impact would be considered less than significant.

Off-site Mobile Source Operational Noise Impacts

For purposes of this analysis, a significant impact would occur if the proposed project's off-site mobile sources (i.e., vehicle traffic) would generate a substantial permanent increase in ambient noise levels surrounding the proposed project and any nearby roadways. The City's CEQA Guidelines does not contain quantitative noise standards that would be applicable to this issue. Municipal Code Section 5-29.04 and Section 5-29.05 establish "allowable" exterior and interior noise levels for a variety of land uses, but it is understood that the regulation of vehicle noise from public roadways is a matter preempted by State law (see Municipal Code § 5-29.06(h)). The effect of the proposed project's traffic on public roadways would not be subject to Municipal Code Section 5-29.04 and Section 5-29.05 standards. The City's current General Plan does not establish noise and land use compatibility guidelines for land uses. Therefore, the proposed project's mobile source operational noise impact would be considered significant if any of the following were to occur: Proposed project traffic would cause ambient noise levels at surrounding land uses to increase by 3 dBA CNEL or more; or proposed project traffic would cause any 5 dBA $L_{eq\ 1\text{-}hour}$ or greater noise increase to a noise-sensitive receptor. As a 3 dBA increase represents a barely perceptible change in noise level, this threshold considers any perceptible 24-hour increase in ambient noise levels to be significant. For instances when noise levels would not necessarily result in 24-hour increases of 3 dBA CNEL, a readily perceptible 5 dBA increase would still be considered significant. Increases less than 3 dBA would not result in noticeably louder ambient noise conditions and therefore would be considered less than significant. As noted earlier, a driveway count study conducted by Urban Crossroads determined that the project site's existing towing service generates an average 108 passenger car trips and 71 truck trips per day. Urban Crossroads also estimates that the proposed project would result in 186 passenger car trips and 104 truck trips per day. A doubling of traffic is required to increase roadway noise levels by 3 dBA. Given that the

[36] Urban Crossroad. 2022. Bon View Warehouse Trip Generation Assessment and Scoping Memo. March.

proposed project would not double traffic associated with the site's existing use, it would not have the potential to double traffic on surrounding roadways and result in ambient noise level increases in excess of the minimum 3 dBA CNEL threshold of significance. As a result, this impact would be considered less than significant.

On-site Operational Noise Impacts

For purposes of this analysis, a significant impact would occur if the proposed project's on-site noise sources (i.e., parking lot operations, on-site truck loading, etc.) would generate a substantial permanent increase in ambient noise levels surrounding the proposed project and any nearby roadways. The City's CEQA Guidelines does not contain quantitative noise standards that would be applicable to this issue. Municipal Code Section 5-29.04 and Section 5-29.05 establish "allowable" exterior and interior noise levels for a variety of land uses. Operations of the proposed project would be subject to these noise standards, which are shown in Table 6 and Table 7 of Appendix F. The criteria below account for these noise standards. The following criteria to determine significance are informed by Municipal Code Section 5-29.04 and Section 5-29.05 "allowable" noise levels, in addition to other considerations. The proposed project's on-site operational noise impact would be considered significant if any of the following were to occur: The proposed project would cause ambient noise levels at surrounding land uses to increase by 3 dBA CNEL or more; the proposed project would cause any 5 dBA $L_{eq\ 1\text{-}hour}$ or greater noise increase to a noise-sensitive receptor; or the proposed project would result in exceedances of the City's "allowable" exterior or interior noise levels for land uses, as defined in Municipal Code Section 5-29.04 and Section 5-29.05 and shown in Table 6 and Table 7 of Appendix F. As a 3 dBA increase represents a barely perceptible change in noise level, this threshold considers any perceptible increase in 24-hour ambient noise levels to be significant. For instances when the noise level increase would not necessarily result in 24-hour increases of 3 dBA CNEL, a readily perceptible 5 dBA increase would still be considered significant. Increases less than 3 dBA would not result in noticeably louder ambient noise conditions and there would be considered less than significant. Further, the threshold addresses whether the proposed project would result in exceedances of the Municipal Code's "allowable" exterior and interior noise standards. The proposed project would generate noise from a variety of on-site noise sources, such as parking lot activities, new exterior mechanical equipment sources, and truck loading and unloading. Potential impacts from these noise sources are discussed below.

Parking Lot Activities

The proposed project would include 105 surface parking spaces. The proposed project's parking facilities and the intermittent noises associated with them (e.g., doors slamming, engines starting, etc.) would have a nominal effect on surrounding exterior noise levels. According to the Federal Transit Administration (FTA) equations for the prediction of parking facility noise impacts, a facility with an hourly activity of 25 passenger vehicles (equivalent to the proposed project's maximum hourly passenger vehicle trip generation) would be expected to result in a noise level of just 40 dBA L_{eq}.[37] This is well below surrounding ambient noise levels, and it suggests that the proposed project's parking facilities would have little to no effect on the area's 24-hour CNEL noise levels, which have been indicated to range between 60 dBA and 70 dBA. Parking-related noise levels would also be well below the City's 65 dBA L_{eq} daytime and 60 dBA L_{eq} nighttime ambient exterior noise standard for commercial uses, as well as the 70 dBA L_{eq} day and nighttime ambient exterior noise standard for manufacturing and industrial land uses. Impacts to more distant land uses, including the nearest noise-sensitive residential land uses that are approximately 700 feet away, would be negligible (if audible at all) and similarly below the City's ambient noise standards. Parking lot activities also would not be expected to expose adjacent land uses to noises that are in excess of the City's instantaneous (i.e., Maximum Noise Level–L_{max}) noise standards, which are a minimum 80 dBA L_{max} for the proposed project's adjacent manufacturing and industrial land

[37] Federal Transit Administration (FTA). 2018. Transit Noise and Vibration Impact Assessment Manual.

uses. Car alarms or audible indicators may occasionally exceed this noise level, but these types of noise sources are ultimately exempt from the City's noise standards per Municipal Code Section 5-29.06(c), and their sporadic nature does not constitute a significant environmental effect.

Mechanical Equipment Operations
At the time of preparation of this analysis, details were not available pertaining to the proposed rooftop mechanical ventilation systems for the project; therefore, a reference noise level for typical rooftop mechanical ventilation systems was used. Noise levels from commercially available rooftop mechanical ventilation equipment range from 50 dBA to 60 dBA L_{eq} at a distance of 25 feet. This is below surrounding ambient noise levels, and it suggests that the proposed project's rooftop mechanical ventilation systems would have a minimal effect on the area's 24-hour CNEL noise levels, which have been indicated to range between 60 dBA and 70 dBA. And because the proposed project's rooftop mechanical ventilation equipment would be located no less than 40 feet from adjacent land uses and behind parapets or screened, noise levels from this equipment would reasonably be less than 60 dBA L_{eq} at adjacent land uses. Thus, there is no potential for this equipment to expose adjacent land uses to noise levels in excess of the City's exterior noise standards for commercial, manufacturing, or industrial uses, which are a minimum 60 dBA L_{eq}. Impacts to more distant land uses, including the nearest noise-sensitive residential land uses that are approximately 700 feet away, would be negligible (if audible at all) and similarly below the City's noise standards. Instantaneous L_{max} noise levels from the proposed project's rooftop mechanical ventilation equipment would not be substantially greater than their 50 dBA to 60 dBA L_{eq} noise levels and would not result in exceedances of the City's instantaneous noise level standards for surrounding land uses.

Truck Loading Activities
Noise would be also generated by truck loading and unloading activities at the proposed surface level loading areas that are located on the south of the proposed warehouse building. There are 18 dock doors for truck loading and unloading at this location, which is near neighboring industrial land uses to the west and south. Urban Crossroads estimates that the proposed project would result in 104 truck trips per day. As the proposed project would have 24-hour operations, this correlates with approximately 4-5 truck trips per hour; thus, truck loading activity would correspond with roughly five trucks per hour on average. Typical maximum noise levels from truck loading and unloading activity are 70 dBA L_{max} at a reference distance of 50 feet. As neighboring industrial uses are over 50 feet from the proposed project's dock door loading areas, they would not be exposed to noise levels in excess of 70 dBA. Therefore, the proposed project would not expose neighboring industrial land uses to exterior noise levels in excess of Municipal Code Section 5-29.05 standards, which are 70 dBA L_{eq} and 90 dBA L_{max} for industrial land uses. Other surrounding land uses would be located hundreds of feet from the proposed project's dock doors for truck loading, and the proposed project's own massing would shield these uses from this area. As a result, truck loading activities would have no potential to expose other neighboring uses to noise levels in excess of their respective Municipal Code standards. At the nearest noise-sensitive receptors—residential land uses approximately 700 feet west of the proposed project—truck loading noises would be negligible.

Combined Stationary Source Noise Levels
None of the proposed project's operational features would be individually or cumulatively capable of exposing neighboring industrial land uses to noise levels in excess of 70 dBA L_{eq} or 90 dBA L_{max}. The nearest properties across Bon View Avenue would be located hundreds of feet from the proposed project's primary sources of operational noise (i.e., truck loading) and would also not be exposed to noise levels in excess of Municipal Code standards. Impacts to distant noise-sensitive residential land uses would be negligible and well below Municipal Code standards. Regarding 24-hour noise levels (i.e., CNEL), the proposed project is in a mixed

industrial/commercial neighborhood with many similar existing land uses and accompanying noise sources. To the proposed project's north, east, and south are a multitude of similar warehousing land uses, and given the number of trucks at these uses, it is likely that many have a far greater level of truck activity than the proposed project would. In order to cause a minimum 3 dBA CNEL increase in noise levels, the proposed project would have to double existing sources of noise in the area. Given the prevalence of similar industrial land uses in the vicinity of the proposed project, the proposed project reasonably would not be capable of single-handedly causing such a noise increase. Ultimately, the proposed project would be surrounded by similar warehouse uses that produce similar noise levels from similar noise sources, and the proposed project would itself replace an existing industrial use. Given these considerations, the proposed project would not result in substantial noise increases at surrounding uses, nor would it result in exceedances of Municipal Code noise standards for these uses. 24-hour noise increases at the nearest residential land uses, which are approximately 700 feet west of the proposed project, would be minimal. As stated above, the proposed project's on-site operational noise sources would not generate a substantial temporary or permanent increase in ambient noise levels at surrounding land uses, nor would they expose surrounding land uses to noise levels in excess of Municipal Code standards. As a result, this impact would be less than significant.

Mitigation: None.

b. Generation of excessive groundborne vibration or groundborne noise levels?

Discussion of Effects: **Less than significant impact.** A significant impact would occur if the proposed project would generate groundborne vibration or groundborne noise levels in excess of established standards. There are no federal or State standards that would regulate the proposed project's vibration impacts from temporary construction activities or operations, nor are there quantitative thresholds. Additionally, the City of Ontario also has not established quantitative groundborne vibration thresholds for construction or operation. Therefore, the criteria identified by the FTA in its 2018 Transit Noise and Vibration Impact Assessment document are used where applicable and relevant to assist in evaluating the proposed project's vibration impacts. The construction vibration impact criteria are summarized in Table 5 in Appendix F.

Short-term Construction Vibration Impacts

Construction of the proposed project would require a variety of large, steel-tracked earthmoving vehicles. According to the FTA, large bulldozers and similar heavy equipment can generate groundborne vibration levels up to 0.089 inch per second Peak Particle Velocity (PPV) at a reference distance of 25 feet. Groundborne vibration levels up to the FTA's 0.3 inch per second PPV criteria for "Engineered Concrete and Masonry" buildings may be generated within approximately nine feet of these vehicles' activities. Levels up to the FTA's 0.5 inch per second PPV criteria for "Reinforced-Concrete, Steel, or Timber" buildings may be generated within approximately 6 feet of these vehicles' activities. As noted earlier, grading for the proposed project would require a grader, an excavator, a bulldozer, and other earthmoving vehicles. Bulldozers, as well as graders and excavators, may generate groundborne vibration levels that are up to the FTA's 0.089 inch per second PPV at 25 feet figure. This could expose nearby structures to groundborne vibrations caused by these vehicles' construction activities. Two structures directly (or very nearly) about the proposed project site: an industrial building at 1512 South Bon View Avenue (north of the project site) and an industrial building at 1520 South Bon View Avenue (south of the project site). The FTA's 0.5 inch per second PPV criteria would apply to both industrial buildings. Despite their proximity to the proposed project site, these buildings would not be expected to experience groundborne vibration levels in excess of the 0.5 inch per second PPV criteria, because the types of large earthmoving vehicles capable of generating exceedances of this criteria would not operate at such a minimal setback from these buildings. First, the

positioning of these large vehicles requires a certain degree of setback in order to preserve their maneuverability. The fact that these buildings are within a couple feet of the project site does not mean that large earthmoving vehicles would operate within a couple feet of these industrial buildings. Second, the nearest trenching for underground utilities and facilities would be located no closer than 10 feet to these structures. Given these considerations, the proposed project's construction activities would not be expected to expose these industrial structures to groundborne vibration levels in excess their 0.5 inch per second PPV criteria. A structure at 1512 South Bon View Avenue is located approximately 10 feet or greater from the proposed project. The FTA's 0.3 inch per second PPV criteria would apply to this masonry building. Since this building is located over 9 feet from the proposed project, it would not experience groundborne vibration levels in excess of 0.3 inch per second PPV criteria as a result of the proposed project's construction activities. Other buildings are located farther from the proposed project and would experience reduced groundborne vibrations levels that are also below FTA vibration impact criteria. Because construction of the proposed project would not result in the generation of groundborne vibration levels at nearby structures that are in excess of their applicable FTA vibration impact criteria, this impact would be considered less than significant.

Operational Vibration Impacts

While it is possible that groundborne vibrations may be generated by the on-site equipment of the proposed project's future warehousing tenant(s), it is unrealistic to assume that any groundborne vibration would be potentially damaging or even perceptible at nearby land uses, which are located over 50 feet from the project's proposed warehouse building. Additionally, the proposed project's related vehicle travel would not be considered a significant source of groundborne vibration, as vehicle travel rarely generates perceptible groundborne vibrations. As a result, the proposed project's potential to generate excessive groundborne vibration levels due to operations would be less than significant.

Mitigation: None.

c. 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?

Discussion of Effects: **Less than significant impact.** A significant impact would occur if the proposed project would expose people residing or working in the project area to excessive noise levels for a project located in the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport. The project site is located approximately 1 mile southwest of the Ontario International Airport. According to the airport's noise exposure map, the project site is located inside of the 65 to 70 dBA CNEL airport noise contours.[38] The proposed project is not a noise-sensitive land use; its development at the project site would not present a land use and noise compatibility issue, and no impact would occur.

Mitigation: None.

[38] Ontario Airport Planning. 2018. Ontario International Airport Land Use Compatibility Plan–Compatibility Policy Map–Noise Impact Zones. Website: https://www.ont-iac.com/wp-content/uploads/2019/02/ONT-AIA-policy-map-2-3rev2-1.pdf. Accessed July 5, 2022.

14. POPULATION AND HOUSING

Setting
According to the California Department of Finance, the population of Ontario was 179,516 persons as of January 1, 2022, with and average household size of 3.37 persons per household.[39] The General Plan Final Supplemental EIR projects that the City's population will be 269,100 by 2045 and projects 169,300 jobs by 2045.[40]

Would the project:

a. 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 road or other infrastructure)?

Discussion of Effects: **Less than significant impact.** Unplanned direct population growth would occur if the proposed project produced a population growth not anticipated and evaluated by the City of Ontario in its General Plan EIR. The proposed project consists of the construction of a dry storage warehouse facility and does not propose the construction of any housing. The proposed project would generate approximately 30-40 employees, which using the rate of 3.37 persons per household, means the proposed project could directly increase population by as much as 135 people, if all employees relocated from outside the project area, which is a very conservative assumption. Nevertheless, this increase in population is consistent with the projected population growth anticipated and analyzed under the Ontario General Plan EIR. Furthermore, according to the California Employment Development Department (EDD), there were 3,300 unemployed persons in the City of Ontario as of April 2022.[41] It is expected that project employees would be generated from the local labor force as there is ample capacity for workers in the City of Ontario in need of jobs. Therefore, impacts related to substantial population growth would be less than significant.

Mitigation: None.

b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

Discussion of Effects: **No impact.** The proposed project consists of the construction of a dry storage warehouse facility. No housing exists on-site. Therefore, the proposed project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. As such, no impact would occur.

Mitigation: None.

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[39] California Department of Finance. 2022. E-5 Population and Housing Estimates for Cities, Counties, and the State, 2020-2022. Website: https://dof.ca.gov/forecasting/demographics/estimates/e-5-population-and-housing-estimates-for-cities-counties-and-the-state-2020-2022/. Accessed June 2, 2022.

[40] City of Ontario. 2022. Final Supplemental Environmental Impact Report. Population and Housing Element, Table 5.14-6. August.

[41] California Employment Development Department (EDD). 2022. Monthly Labor Force Data for Cities and Census Designated Places (CDP). San Bernardino County. April 2022. Website: https://www.labormarketinfo.edd.ca.gov/data/labor-force-and-unemployment-for-cities-and-census-areas.html. Accessed June 2, 2022.

15. PUBLIC SERVICES

Setting

The City of Ontario Fire Department serves the City of Ontario from 10 strategically located fire stations, including the Ontario International Airport Fire Station, with a daily staffing level of 59 sworn firefighters. Each fire station houses nine 4-person paramedic engine companies, three 4-person truck companies, an 8-person Airport Rescue Fire Fighting (ARFF) station, one Fire Investigation Supervisor, and two Battalion Chiefs. In 2021, the Ontario Fire Department responded to over 22,000 calls for service (approximately 60 calls per day), ranging from medical emergencies to traffic collisions, to large commercial fires. Ontario Fire Department has 227 personnel comprised of 186 sworn firefighters and 41 professional staff members across six bureaus—Operations/Airport Services, Fire Prevention, Support Services, Emergency Medical Services (EMS), Training and Professional Services, and Administrative Services.[42]

The Ontario Police Department is a full-service police agency providing a wide range of crime suppression, education, and prevention services to the community. The Ontario Police Department has three main service bureaus: the Uniform Bureau, Investigations Bureau, and Service Bureau. Within these bureaus, the department comprises the Police Administration, Air Support Unit, Community Oriented Problem-Solving unit, Special Weapons and Tactics (SWAT) team, Traffic Division, Communications Division, Investigation Division, and Crime Prevention Division. The Ontario Police Department is located at 2500 South Archibald Avenue, approximately 4 miles southeast of the project site.[43]

There are two main school districts that would serve the project. Chaffey Joint Union High School District (CJUHSD) oversees all five of the high schools in Ontario. Ontario-Montclair School District (OMSD) provides the majority of the elementary and middle schools in Ontario. OMSD services a 26 square mile area and includes more than 21,800 Pre-K through eighth grade students among 26 elementary schools, six middle schools, and two alternative programs.[44] CJUHSD serves approximately 24,000 students and is the second largest high school district in California.[45] The nearest CJUHSD school to the site is Ontario High School, located approximately 1.55 miles southwest of the site. The two nearest OMSD schools to the site are Linda Vista Kindergarten School located approximately 0.46-mile west, Sultana Elementary located 0.34 mile southwest, and De Anza Middle School, located approximately 0.44-mile northwest of the project site.

The City of Ontario provides a variety of recreational opportunities in the City and nearby open space areas, including City parks, County parks, community centers, school recreation facilities, private parks, private golf courses, and recreational trails for bicycles, horses, and hiking. The City of Ontario operates two mini-parks, 15 neighborhood parks, five community parks, one regional park, and two special use parks, including Creekside Golf Course and Whispering Lakes Golf Course.

Other public facilities within the City of Ontario include libraries. The City of Ontario operates its

42 City of Ontario. 2021. Fire Department. Website: https://www.ontarioca.gov/Fire. Accessed June 2, 2022.

43 City of Ontario. 2021. Police. Website: https://www.ontarioca.gov/Police. Accessed November 8, 2021.

44 Ontario-Montclair School District (OMSD). 2022. About Us. Website: https://www.omsd.net/domain/99. Accessed June 15, 2022.

45 Chaffe Joint Union High School District (CJUHSD). 2022. About the District. Website: https://cjuhsd.net/apps/pages/index.jsp?uREC_ID=1772707&type=d&pREC_ID=1952180. Accessed June 15, 2022.

library system independently from the County. The Ontario City Council appoints a Board of Trustees that is responsible for the services and activities of the library. The library system has a main library and one branch library: the Main Library is located at 215 East C Street, approximately 2.3 miles north of the project site, and the Colony High Branch Library is located approximately 5.7 miles southeast of the project site at 3850 East Riverside Drive.

Would the project:

a. 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?

Discussion of Effects: **Less than significant impact.** Fire protection services in the City of Ontario are provided by City of Ontario Fire Department. The nearest fire station to the project site is Station 3, located approximately 1.2 miles southeast of the project site. The proposed project would not directly generate population growth because it would replace existing uses on an already developed site in the City and does not include any housing which typically increases the need for fire protection services. Access to the site would be provided via two 40-foot driveways along South Bon View Avenue, which would provide sufficient width and turning radii consistent with the California Fire Code. Therefore, impacts would be less than significant.

Mitigation: None.

ii. Police protection?

Discussion of Effects: **Less than significant impact.** Police protection services in the City of Ontario are provided by Ontario Police Department. As mentioned above, the proposed project would not directly increase the population of the City since it does not include any housing that typically increases the need for police protection. Additionally, the proposed project would demolish and replace existing development with the construction of a dry storage warehouse. The proposed project would not result in an intensification of demand on police services. Therefore, because the proposed project would not increase the population of the City, impacts would be less than significant. Thus, the proposed project would not result in a need for new or expanded police facilities. As such, impacts would be less than significant.

Mitigation: None.

iii. Schools?

Discussion of Effects: **Less than significant impact.** No residential development is proposed as part of the project. Current Developer fees for industrial development for OMSD are $0.46 per square foot,[46] and fees for CJUHSD are $0.22 per square foot.[47,48] Pursuant to Government Code Sections 65995 and 65996(b), payment of adopted development fees is considered "full and

[46] Ontario-Montclair School District (OMSD). 2021. Facilities Planning and Operations Department. Developer Fees Schedule. Accessed June 15, 2022.

[47] Chaffey Joint Union High School District (CJUHSD). 2022. Personal email communication with Georgann Harmon. June 15, 2022.

[48] This developer fee will increase to $0.24/square foot on July 22, 2022.

complete mitigation" for impacts to school facilities, and local governments are prohibited from assessing additional fees or exactions for school impacts. With the payment of these fees, the proposed project would not result in a significant increase in demand for school facilities that would require the construction of new facilities or expansion of existing facilities. As such, impacts would be less than significant.

Mitigation: None.

iv. Parks?

Discussion of Effects: **Less than significant impact.** As a dry storage warehouse building, the proposed project would not create an increase in demand for park facilities that would require the construction of new facilities or expansion of existing facilities. Therefore, impacts would be less than significant.

Mitigation: None.

v. Other public facilities?

Discussion of Effects: **Less than significant impact.** Because of the nature of the project, and the less than significant growth inducing impacts associated with it, the proposed project would not create an increase in demand for libraries or other public facilities that would require the construction of new facilities or expansion of existing facilities. Therefore, impacts would be less than significant.

Mitigation: None.

16. RECREATION

Setting
The City of Ontario operates manages approximately 481 acres of parkland including seven mini-parks, 15 neighborhood parks, six community parks, four linear and special use parks and one regional park.[49]

Would the project:

a. 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?

Discussion of Effects: **Less than significant impact.** The proposed project consists of the construction of a dry storage warehouse facility. As mentioned above, the proposed project would not result in an increase in population, as future employees would likely be generated from the existing labor force within the City of Ontario. Therefore, it is unlikely that the proposed project would result in an increase in the use of existing neighborhood or regional parks aside from the existing use of these facilities from existing residents. Therefore, impacts would be less than significant.

Mitigation: None.

[49] City of Ontario. 2022. Final Supplemental Environmental Impact Report. Recreation, Page 5.16-4. August.

b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which have an adverse physical effect on the environment?

Discussion of Effects: **No impact.** The proposed project consists of the construction of a dry storage warehouse facility. The proposed project does not include the construction of any recreational facilities or parks, which may result in an adverse physical effect on the environment. As such, no impact would occur.

Mitigation: None.

17. TRANSPORTATION/TRAFFIC

The analysis in this section is based, in part, on the Trip Generation Assessment and Scoping Memo and the Vehicle Miles Traveled Screening Evaluation prepared by Urban Crossroads, Inc. (Urban Crossroads) on March 9 and March 25, 2022. The Trip Generation Assessment and Scoping Memo and VMT Screening Evaluation can be found in Appendix H.

Would the project:

a. Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Discussion of Effects: **Less than significant impact.** Urban Crossroads assessed the proposed project to establish the trip generation and to determine whether an additional analysis Is necessary based on the City of Ontario Guidelines. Because the site is currently occupied by an existing towing service, plastering company, and engine repair service company, driveway counts were collected over a 24-hour period for two consecutive days on November 9 and 10, 2021. The data for the driveways were utilized to determine the average trip generation for the existing site use. Table 13 below summarizes the trip generation for the existing use (2-day average). The Trip Generation Assessment in Appendix H includes driveway count data.

Table 13: Existing Trip Generation Summary

1516 South Bon View Avenue[2]							
	AM Peak-hour			PM Peak-hour			
Land Use	In	Out	Total	In	Out	Total	Daily
Day 1: November 9, 2021							
Passenger Cars	5	5	10	2	4	6	104
2-axle Trucks	1	2	3	2	0	2	51
3-axle Trucks	1	0	1	0	0	0	12
4+-axle Trucks	0	0	0	0	0	0	3
Total Truck Trips	2	2	4	2	0	2	66
Total Trips[1]	**7**	**7**	**14**	**4**	**4**	**8**	**170**
Day 2: November 10, 2021							
Passenger Cars	7	11	18	1	1	2	111
2-axle Trucks	0	0	0	3	1	4	63

1516 South Bon View Avenue[2]							
Land Use	AM Peak-hour			PM Peak-hour			Daily
	In	Out	Total	In	Out	Total	
3-axle Trucks	0	1	1	0	1	1	10
4+-axle Trucks	0	0	0	0	0	0	2
Total Truck Trips	0	1	1	3	2	5	75
Total Trips[1]	**7**	**12**	**19**	**4**	**3**	**7**	**186**
2-Day Average Trip Generation							
Passenger Cars	6	8	14	2	3	5	108
2-axle Trucks	1	1	2	3	1	4	57
3-axle Trucks	1	1	2	0	1	1	11
4+-axle Trucks	0	0	0	0	0	0	3
Total Truck Trips	2	2	4	3	2	5	71
Total Trips[1]	**8**	**10**	**18**	**5**	**5**	**10**	**179**

Notes:
data collected on November 9 and 10, 2021.
[1] Total Trips = Passenger Cars + Total Truck Trips.
[2] Trip generation represents the sum of all driveways, by day

Trip generation represents the amount of traffic that is attracted and produced by a development and is based upon the specific plan uses planned for a given project. Trip generation rates for the project are shown in Table 14 below for both actual vehicles and PCE. The trip generation rates used for this analysis are based upon information collected by the Institute of Transportation Engineers (ITE) as provided in their Trip Generation Manual. For the purposes of this analysis, the ITE land use code 150 (Warehousing) has been utilized.

Table 14: Project Trip Generation Rates

Land Use	Units[2]	ITE LU Codes	AM Peak-hour			PM Peak-hour			Daily
			In	Out	Total	In	Out	Total	
Actual Vehicle Trip Generation Rates									
Warehousing	TSF	150	0.131	0.039	0.170	0.050	0.130	0.180	1.710
Passenger Cars	–	–	0.116	0.034	0.150	0.042	0.108	0.150	1.110
2-axle Trucks	–	–	0.002	0.001	0.003	0.003	0.002	0.005	0.100
3-axle Trucks	–	–	0.002	0.002	0.004	0.003	0.003	0.006	0.124
4+-axle Trucks	–	–	0.0070	0.006	0.013	0.010	0.009	0.019	0.376

Land Use	Units[2]	ITE LU Codes	AM Peak-hour			PM Peak-hour			Daily
			In	Out	Total	In	Out	Total	
Passenger Car Equivalent (PCE) Trip Generation Rates[3]									
Warehousing	TSF	150	0.131	0.039	0.170	0.050	0.130	0.180	1.710
Passenger Cars	–	–	0.116	0.034	0.150	0.042	0.108	0.150	1.110
2-axle Trucks (PCE = 1.5)	–	–	0.003	0.002	0.005	0.005	0.003	0.008	0.150
3-axle Trucks (PCE = 2.0)	–	–	0.004	0.004	0.008	0.006	0.006	0.012	0.248
4+-axle Trucks (PCE = 3.0)	–	–	0.021	0.017	0.038	0.030	0.026	0.056	1.127

Notes:
[1] Trip Generation and Vehicle Mix Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Eleventh Edition (2021)
[2] TSF = thousand square feet
[3] PCE factors: 2 axle = 1.5; 3-axle = 2.0; 4+-axle = 3.0

Finally, PCE factors were applied to the trip generation rates for heavy trucks (large 2-axles, 3-axles, 4+-axles) for the proposed project. PCEs allow the typical "real-world" mix of vehicle types to be represented as a single, standardized unit, such as the passenger car, to be used for the purposes of capacity and level of service analyses. The PCE factors are consistent with the recommended PCE factors in the County's Transportation Impact Study Guidelines. The trip generation summary illustrating daily and peak-hour trip generation estimates for the proposed project in actual vehicles and PCE are shown on Table 3 below. As shown on Table 15, the proposed project is anticipated to generate a total of 290 vehicle trip-ends per day with 27 AM peak-hour trips and 31 PM peak-hour trips (in actual vehicles). For the purposes of the operations analyses, the PCE trip generation shown in Table 16 will be utilized consistent with other studies prepared within the City.

Table 15: Project Trip Generation Summary

Land Use	Quantity Units[1]	AM Peak-hour			PM Peak-hour			Daily
		In	Out	Total	In	Out	Total	
Actual Vehicles								
Warehouse	167.600 TSF							
Passenger Cars		19	6	25	7	18	25	186
2-axle Trucks		0	0	1	1	0	1	18
3-axle Trucks		0	0	1	1	1	1	22
4+-axle Trucks		1	1	2	2	1	3	64
Total Truck Trips (Actual Vehicles)		1	1	2	4	2	6	104
Total Trips (Actual Vehicles)[2]		**20**	**7**	**27**	**11**	**20**	**31**	**290**
Passenger Car Equivalent (PCE)								
Warehouse	167.600 TSF							

Land Use	Quantity Units[1]	AM Peak-hour			PM Peak-hour			Daily
		In	Out	Total	In	Out	Total	
Passenger Cars		19	6	25	7	18	25	186
2-axle Trucks (PCE = 1.5)		1	0	1	1	1	1	26
3-axle Trucks (PCE = 2.0)		1	1	1	1	1	2	42
4+-axle Trucks (PCE = 3.0)		4	3	6	5	4	9	190
Total Truck Trips (PCE)		6	4	10	7	6	13	258
Total Trips (PCE)[2]		**25**	**10**	**35**	**14**	**24**	**38**	**444**
Notes: [1] TSF = thousand square feet [2] Total Trips = Passenger Cars + Truck Trips								

Trip Generation Comparison

The table below shows the net trips generated by the project compared to the existing use. The resulting net new trips are identified on Table 14. As shown, the proposed project is anticipated to generate 218 net new daily trips with 13 net new AM peak-hour trips and 24 net new PM peak-hour trips (in PCE).

Table 16: Trip Generation Comparison

Land Use	AM Peak-hour			PM Peak-hour			Daily
	In	Out	Total	In	Out	Total	
Existing Use							
Towing Service							
Passenger Cars	6	8	14	2	3	5	108
2-axle Trucks	2	2	4	5	2	7	86
3-axle Trucks	1	1	2	2	1	3	10
4+-axle Trucks	1	1	2	4	2	6	118
Total Trips PCE)	**10**	**12**	**22**	**7**	**7**	**14**	**226**
Total Trips (Actual Vehicles)[2]							
Warehouse	19	6	25	7	18	25	186
Passenger Cars	1	0	1	1	1	1	26
2-axle Trucks (PCE = 1.5)	1	1	1	1	1	2	42
3-axle Trucks (PCE = 2.0)	4	3	6	5	4	9	190
4+-axle Trucks (PCE = 3.0)	6	4	10	7	6	13	258
Total Truck Trips (PCE)	**25**	**10**	**35**	**14**	**24**	**38**	**444**
Net New Trip (PCE)[2]	**155**	**-2**	**13**	**7**	**17**	**24**	**218**

The City of Ontario adheres to the County's Transportation Impact Study Guidelines (dated July 9, 2019) which has been used to determine whether additional traffic analysis is necessary for the proposed project. The County's Guidelines indicates that development projects that generate a net increase of 100 or more peak-hour vehicle trips (without pass-by reductions) would require the preparation and submittal of a transportation impact analysis. The proposed project is anticipated to generate fewer than 50 net new peak-hour trips during the AM and PM peak-hours. The proposed project on its own, without taking any credit for existing uses, also generates fewer than 100 new peak-hour trips (both in actual vehicles and PCE). As such, additional peak-hour traffic operations analysis is not necessary based on the County's Guidelines. Furthermore, the proposed project would adhere to the policies and goals included in the Mobility Element of the Ontario Plan, as well as policies within the Community Design Element, including Policy CD-2.5, Streetscapes, Policy CD-2.6, Connectivity, Policy CD-3.3, Complete and Connected Network, and Policy CD-2.9, Landscape Design. As such the proposed project would not conflict with a program plan, ordinance, or policy of the circulation system, including transit, roadway, bicycle and pedestrian facilities and impacts would be less than significant.

Mitigation: None.

b. Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

Discussion of Effects: **Less than significant impact.** Urban Crossroads conducted a VMT screening evaluation for the proposed project consistent with the City of Ontario VMT methodologies and thresholds, which includes Transit Priority Area screening, Low VMT Area screening, and Project Type screening criteria. It was determined that the proposed project does not meet Transit Priority Area screening or Low VMT Area screening because project is not located within 0.5-mile of an existing major transit stop or along a high-quality transit corridor and is not located within a Low VMT area. The City guidelines identify that small projects generating 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, 11th Edition, 2021. The Existing use was estimated to generate 182 daily vehicle trips, whereas the proposed project is anticipated to generate 290 daily vehicle trip-ends per day for a net increase of 108 daily vehicle trips. Therefore, the proposed project does not generate daily vehicle trips exceeding the 110 daily vehicle trip threshold (See Appendix H). Accordingly, the Project Type screening criteria is met, and no further analysis is required. As such, the proposed project would not conflict with or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b), and VMT-related impacts would be less than significant.

Mitigation: None.

c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Discussion of Effects: **Less than significant impact.** The proposed project consists of the construction of a dry storage warehouse facility. The project design is linear in nature and does not include any sharp turns, dangerous intersections, or incompatible uses. As such, the proposed project would not substantially increase hazards due to a geometric design feature or incompatible uses. Impacts would be less than significant.

Mitigation: None.

d. Result in inadequate emergency access?

Discussion of Effects: **Less than significant impact.** The proposed project would consist of the construction of a dry storage warehouse facility. The proposed project would include two 40-foot driveways compliant with the City of Ontario standards to allow for fire department access in the event of an emergency. As such, impacts related to emergency access would be less than significant.

Mitigation: None.

18. TRIBAL CULTURAL RESOURCES.

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 the 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 California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or

Discussion of Effects: **Less than significant with mitigation incorporated.** The records search conducted at the SCCIC, which included a search of the CRHR, did not identify any listed or eligible TCRs that would be adversely affected by the proposed project. Additionally, the NAHC SLF search results did not identify any TCRs in the project vicinity. Should any undiscovered TCRs be encountered during project construction, implementation of MM CUL-1 and MM CUL-2, would reduce potential impacts to a less than significant level.

Mitigation: MM CUL-1 and MM CUL-2.

b. A resource determined by the Lead Agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the Lead Agency shall consider the significance of the resource to a California Native American tribe.

Discussion of Effects: **Less than significant with mitigation incorporated.** Tribal consultation efforts conducted by City of Ontario and consulting tribe (s) pursuant to AB 52 did identify significant TCRs meeting the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. As such, significant TCRs will be adversely affected by the proposed project, however, implementation of MM TCR-1, MM TCR-2, and MM TCR-3 would reduce potential impacts to TCRs to a less than significant level.

Mitigation:

TCR-1 Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities.

A. The project applicant/Lead Agency shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation. The monitor shall be retained prior to the commencement of any "ground-disturbing activity" for the subject project at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work).

"Ground-disturbing activity" shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching.

B. A copy of the executed monitoring agreement shall be submitted to the Lead Agency prior to the earlier of the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity.
C. The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or "TCR"), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the project applicant/Lead Agency upon written request to the Tribe.
D. On-site tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the Kizh from a designated point of contact for the project applicant/Lead Agency that all ground-disturbing activities and phases that may involve ground-disturbing activities on the project site or in connection with the project are complete; or (2) a determination and written notification by the Kizh to the project applicant/Lead Agency that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact Kizh TCRs. E. Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Kizh monitor and/or Kizh Archaeologist. The Kizh will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate, in the Tribe's sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic purposes.

TCR-2 Unanticipated Discovery of Human Remains and Associated Funerary Objects

A. Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute.
B. If Native American human remains and/or grave goods discovered or recognized on the project site, then all construction activities shall immediately cease. Health and Safety Code Section 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and all ground-disturbing activities shall immediately halt and shall remain halted until the Coroner has determined the nature of the remains. If the Coroner recognizes the human remains to be those of a Native American or has reason to believe they are Native American, he or she shall contact, by

telephone within 24 hours, the Native American Heritage Commission (NAHC), and Public Resources Code Section 5097.98 shall be followed.

C. Human remains and grave/burial goods shall be treated alike per California Public Resources Code Section 5097.98(d)(1) and (2).
D. Construction activities may resume in other parts of the project site at a minimum of 200 feet away from discovered human remains and/or burial goods, if the Kizh determines in its sole discretion that resuming construction activities at that distance is acceptable and provides the project manager express consent of that determination (along with any other mitigation measures the Kizh monitor and/or Archaeologist deems necessary). (CEQA Guidelines Section 15064.5(f).)
E. Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods. Any historic archaeological material that is not Native American in origin (non-TCR) 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.
F. Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.

TCR-3 Procedures for Burials and Funerary Remains

A. As the Most Likely Descendant ("MLD"), the Koo-nas-gna Burial Policy shall be implemented. To the Tribe, the term "human remains" encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the preparation of the soil for burial, the burial of funerary objects with the deceased, and the ceremonial burning of human remains.
B. If the discovery of human remains includes four or more burials, the discovery location shall be treated as a cemetery and a separate treatment plan shall be created.
C. The prepared soil and cremation soils are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects. Cremations will either be removed in bulk or by means as necessary to ensure complete recovery of all sacred materials.
D. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed.

E. In the event preservation in place is not possible despite good faith efforts by the project applicant/developer and/or landowner, before ground-disturbing activities may resume on the project site, the landowner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects.
F. Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on-site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.
G. The Tribe will work closely with the project's qualified Archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be prepared and shall include (at a minimum) detailed descriptive notes and sketches. All data recovery data recovery-related forms of documentation shall be approved in advance by the Tribe. If any data recovery is performed, once complete, a final report shall be submitted to the Tribe and the NAHC. The Tribe does NOT authorize any scientific study or the utilization of any invasive and/or destructive diagnostics on human remains

19. UTILITIES AND SERVICE SYSTEMS.

Would the project:

a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Discussion of Effects: **Less than significant impact.**

Water Supply
Water service for the City is provided by the Ontario Utilities Department within a 37.2-square-mile area. Cucamonga Valley Water District (CVWD) lines serve areas of the City east of Vineyard Avenue and north of 4th street, and east of I-15 and north of I-10. Additionally, Inland Empire Utilities Agency (IEUA) provides wholesale, recycled water supply to the City for distribution to retail customers. Metropolitan Water District of Southern California (MWD) also has delivery/conveyance lines that run through the City. The City's distribution system consists of approximately 584 miles of water mains that are between 2 and 42 inches in diameter, and 12 active reservoirs store a total of 75 million gallons. Additionally, the City has six booster pump stations and 17 groundwater wells with a total production capacity of about 56 million gallons per day (mgd). The City provides an average supply of 33.14 mgd of water to its service area. The City currently obtains water from the following sources: groundwater pumped from the Chino Basin, treated groundwater from the Chino Basin produced by the Chino Basin Desalter Authority, imported water from MWD treated and purchased through Water Facilities Authority (WFA), and

recycled water purchased from IEUA.[50] As indicated in the Ontario Plan 2050 Final Supplemental Environmental Impact Report, there would be an increase in demand for potable and recycled water within the City. However, the City and IEUA have made plans for infrastructure expansion and improvement. To support the expansion of infrastructure the City determines, as part of the land development approval process, a project's fair-share costs and connection fees that provide a critical portion of the funding needed for construction and maintenance.[51] Two fire water service lines—a 3-inch domestic service and 2-inch irrigation service line—would be extended from the water main along South Bon View Avenue to the project property line. Furthermore, an existing fire hydrant would be relocated. These planned expansions of infrastructure, together with the project's proposed off-site improvements, would ensure sufficient water supply. Therefore, impacts would be less than significant.

Wastewater
The City operates and maintains the sewer collection system, which consists of approximately 425 miles of sewer mains.[52] The IEUA operates four Wastewater Treatment Plants (WWTPs) that provide recycled water to the western part of San Bernardino County. IEUA also maintains a series of regional trunk lines that transport wastewater flows from Ontario to one of IEUA's regional treatment plants, which serve the cities of Ontario, Chino, Chino Hills, Fontana, Montclair, Rancho Cucamonga, and Upland. IEUA also operates a system for non-reclaimable wastewater (NRW) that consists of industrial waste, groundwater treatment, and other high-strength wastewaters and brines. This system enables IEUA to prevent high-strength wastewater from entering the water recycling facilities so that they can meet their NPDES permit limits and wastewater quality goals. IEUA operates three trunk lines that are part of the NRW system, one of which passes through Ontario. The NRW system conveys wastewater to large-scale treatment facilities in Los Angeles under the jurisdiction of the Sanitation Districts of Los Angeles County, where it is treated and ultimately discharged into the Pacific Ocean. [53] The project site would be serviced by Regional Water Recycling Plant No. 1, located at 2262 East Walnut Street in Ontario, which has a wastewater treatment capacity of 44 mgd.[54] Two 10-inch fire water service lines, two new public hydrants—a 3-inch domestic service and a 2-inch irrigation service—would be extended from the water main along South Bon View Avenue to the project property line. A 6-inch sewer lateral would be extended from the existing main in South Bon View Avenue to the project property line. An existing fire hydrant, two existing irrigation service laterals, one domestic water service lateral, one existing fire service lateral, and two existing sewer laterals would be removed. Removal of existing connections and construction of new connections would be required to abide by applicable federal, State, and local regulations, as well as mitigation measures outlined in this document, to avoid significant environmental impacts. As described further in Impact 18(c), the proposed project would be served by sufficient water supply and would not require new or expanded wastewater distribution facilities.

Stormwater Drainage
As mentioned previously, the proposed project would install an on-site storm drain system consisting of ribbon gutters, catch basin inlets, and underground pipes. Runoff would be directed toward and underground infiltration basin located within the drive aisle toward the southeast

50 City of Ontario. 2022. Final Supplemental Environmental Impact Report. Utilities and Service Systems. August.
51 Ibid.
52 City of Ontario. 2022. Final Supplemental Environmental Impact Report. Utilities and Service Systems. August.
53 City of Ontario. 2022. Final Supplemental Environmental Impact Report. Utilities and Service Systems. August.
54 Inland Empire Utilities Agency (IEUA). 2022. Regional Water Recycling Plant No. 1. Website: https://www.ieua.org/regional-water-recycling-plant-no-1/. Accessed June 10, 2022.

corner of the site. Stormwater low flows from the site are expected to be retained and infiltrated into the native soil while the excess overflow would be released toward South Bon View Avenue via surface and sidewalk underdrain. In terms of drainage and stormwater quality, the proposed project would be designed to conform to the requirements of the San Bernardino County Hydrology Manual, and Santa Ana RWQCB Order No. R8-2002-0012 (NPDES Permit No. CAS618036) and relevant design will be documented in technical report formats (i.e., – WQMP and Drainage Report). Furthermore, construction of project stormwater infrastructure would be required to abide by applicable federal, State, and local regulations. Adherence to such regulations would reduce environmental impacts to a less than significant level. The proposed project would include stormwater control measures as part of the required SWQMP, including structural source BMPs, and BMP maintenance to prevent substantial amounts of stormwater pollutants. The proposed stormwater system has been designed and sized to appropriately handle stormwater flows generated on the project site in accordance with City guidelines and would not require new or expanded off-site stormwater facilities. Therefore, impacts would be less than significant.

Electric Power, Natural Gas, and Telecommunications
SCE provides electric power service to the City of Ontario and the project site. Southern California Gas Company (SoCalGas) provides natural gas service to the project site. Telecommunications service is provided by private companies in the City, including Verizon and AT&T. The proposed project would connect to electricity, natural gas, and telecommunication facilities located in the immediate proximity of the project site. Electricity and natural gas connections would be coordinated with SCE and SoCalGas. Construction of these connections would be required to abide by applicable federal, State, and local regulations to avoid significant environmental impact. Therefore, the proposed project would not require the relocation or construction of new or expanded electric power, natural gas, or telecommunications facilities. Therefore, impacts would be less than significant. As mentioned above, the proposed project would not require the relocation of construction of new or expanded water, wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunications facilities. Therefore, impacts would be less than significant.

Mitigation: None.

b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Discussion of Effects: **Less than significant impact.** Utilizing an estimated operational water demand of 550 gallons per day (GPD) per acre, the proposed project is estimated to require approximately 3,850 gallons of water per day for the 7-acre site. As mentioned above, fire water services, a 3-inch domestic service and 2-inch irrigation service would be extended from the water main along South Bon View Avenue to the project property line to be served by existing Ontario facilities. Table 5 below from the City of Ontario 2020 Urban Water Management Plan (UWMP) depicts the projected water demand for the City of Ontario by use through the year 2045.

Table 17: Use for Potable and Non-Potable Water–Projected

Submittal Table 4-2 Retail: Use for Potable and Non-Potable Water Projected					
	Projected Water Use[2] Report to the Extent that Records are Available				
Use Type	2025	2030	2035	2040	2045 (opt)
Single-Family	15,723	17,540	19,109	22,431	22,431

Submittal Table 4-2 Retail: Use for Potable and Non-Potable Water Projected					
	Projected Water Use[2] Report to the Extent that Records are Available				
Use Type	2025	2030	2035	2040	2045 (opt)
Multi-Family	6,374	7,110	7,746	9,093	9,093
Commercial	6,740	7,519	8,191	9,615	9,615
Industrial	2,613	2,915	3,176	3,728	3,728
Institutional/Governmental	677	755	822	965	965
Landscape	5,824	6,497	7,078	8,309	8,309
Losses	1,968	2,196	2,392	2,808	2,808
Other	463	516	562	660	660
Total	**40,382**	**45,048**	**49,076**	**57,609**	**57,609**

Notes:
Projected water use are equal for years 2040 and 2045 because the City anticipates buildout to occur in 2040.
1. Recycled water demands are NOT reported in this table. Recycled water demands are reported in Table 6-4 of the City of Ontario 2020 Urban Water Management Plan
2. Units of measure (AF, CCF, MG) must remain consistent throughout UWMP as reported in Table 2-3 of the City of Ontario 2020 Urban Water Management Plan

The 2020 UWMP indicates that the City would have sufficient supplies to meet demand during normal, dry, and multiple dry years over a 25 year span in 5-year increments, as shown in Tables 7-2 through 7-4 of the 2020 UWMP.[55] Therefore, the City would have adequate supplies to serve the proposed project. Impacts would be less than significant.

Mitigation: None.

c. 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?

Discussion of Effects: **Less than significant impact.** As described previously, the IEUA Regional Water Recycling Plant No. 1 processes up to 44 mgd of wastewater. Prior to project approval, the City would verify that existing wastewater treatment and collection facilities could accommodate the wastewater that would be generated by the proposed project. On-site sewer improvements and connections would be provided in consultation with the Ontario Utilities Department, with the project applicant responsible for payment of all sewer facility improvements and connection fees as set forth in Section 6.7.704 of the Municipal Code.[56] In addition, the

[55] City of Ontario. 2021. 2020 Urban Water Management Plan. Website: https://www.ontarioca.gov/sites/default/files/Ontario-Files/Municipal-Utilities-Company/Final%20Draft%20Ontario%202020%20Ontario%20UWMP.pdf. Accessed June 10, 2022.

[56] City of Ontario. 2021. Ontario Municipal Code, Section 6.7.703. Website: https://codelibrary.amlegal.com/codes/ontarioca/latest/ontario_ca/0-0-0-44066. Accessed June 28, 2022.

proposed project would be consistent with the General Plan land use designation and zoning and would not include uses that typically release significant volumes of wastewater, such as heavy industrial uses. Therefore, impacts would be less than significant.

Mitigation: None.

d. 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?

Discussion of Effects: **Less than significant impact.** The City of Ontario Integrated Waste Department, within the Public Works Agency, provides solid waste removal service to the City of Ontario and would serve the project site. Household and business refuse, green waste, and recycling from Ontario are sent to the West Valley Materials Recovery Facility (MRF) in Fontana for processing, recycling, or landfilling. The MRF is operated by Burrtec. Most refuse collected in the City is taken to the El Sobrante Landfill or the Badlands Sanitary Landfill. The local enforcement agency for both facilities is the County of Riverside Department of Environmental Health. [57] The El Sobrante Landfill is located approximately 19.90 miles southeast of the project site. The El Sobrante Landfill has a maximum permitted throughput of 400 tons per day, a maximum permit capacity of 6,229,670 cubic yards, and a remaining capacity of 3,834,470 cubic yards (5,368,258 tons).[58,59] Using an estimated solid waste generation rate of 8.93 pounds per employee per day for industrial uses, the proposed project would generate a maximum of approximately 357 pounds (or 0.18 tons) of solid waste per day, or approximately 65.7 tons per year, which represents less than 0.001 percent of remaining capacity.[60] Consistent with AB 341 and AB 1826, the proposed project would be required to provide a recycling program that would divert recyclables and organic recyclable materials, such as yard trimmings, from landfills. Project waste diversion measures would contribute toward achieving a 50 percent waste diversion as mandated by the California Integrated Waste Management Act. As a result, the proposed project would not generate solid waste in excess of State or local standards, or exceed the capacity of local infrastructure. Therefore, impacts would be less than significant.

Mitigation: None.

e. Comply with federal, State, and local management and reduction statutes and regulations related to solid waste?

Discussion of Effects: **Less than significant impact.** Solid waste disposal by the City of Ontario Integrated Waste Department would be required to adhere to federal, State, and local statutes and regulations related to the collection of solid waste. The proposed project would comply with all State and local waste diversion requirements including City of Ontario Municipal Code. Because solid waste disposal would be compliant with federal, State, and local statutes and regulations, impact would be less than significant.

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57 City of Ontario. 2022. Final Supplemental Environmental Impact Report. Utilities and Service Systems. August.

58 California Department of Resources Recycling and Recovery (CalRecycle). 2019. SWIS Facility/Site Activity Details. El Sobrante Landfill. Website: https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2256?siteID=2402. Accessed June 10, 2022.

59 3,834,470 x 1.4 = 5,368,258 tons

60 California Department of Resources Recycling and Recovery (CalRecycle). Estimated Solid Waste Generation Rates. Industrial Sector Generation Rates. Website: https://www2.calrecycle.ca.gov/wastecharacterization/general/rates. Accessed June 10, 2022.

Mitigation: None.

20. WILDFIRE

Setting
A State Responsibility Area (SRA) refers to areas of the State in which the financial responsibility of preventing and suppressing fires has been determined pursuant to Section 4125, to be primarily the responsibility of the State. According to CAL FIRE, the project site is not located in a designated FHSZ in an SRA.[61] The closest designated "High" fire hazard zone is located approximately 7 miles north of the project site, beyond city limits.

A Very High FHSZ in a Local Responsibility Area (LRA) means an area designated by the Director of Forestry and Fire Protection pursuant to Government Code Section 51178 that is not an SRA. The project site is not located in a designated Very High FHSZ in an LRA.

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

a. Substantially impair an adopted emergency response plan or emergency evacuation plan?

Discussion of Effects: **Less than significant impact.** As mentioned above, the project site is not located within an SRA or a Very High FHSZ. The City of Ontario does not currently have an active Emergency Operations Plan. However, the City updated and adopted its Hazard Mitigation Plan in 2018, the intent of which is to reduce and/or eliminate loss of life and property in the City of Ontario.[62] The proposed project would not result in any permanent road closures or lane narrowing in the project area that could impair a Hazard Mitigation Plan or evacuation route. The proposed project would comply with the applicable requirements of the Ontario General Plan Safety Element, City Municipal Code, and most recent version of the California Fire Code and Building Code. Furthermore, all on-site roadways and drive aisles would be a minimum of 20 feet wide. Therefore, the proposed project would not substantially impair the City of Ontario Hazard Mitigation Plan and project roadways and driveways would allow for sufficient access during an evacuation and/or emergency. Therefore, impacts would be less than significant.

Mitigation: None.

b. Because of 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?

Discussion of Effects: **Less than significant impact.** The proposed project is located in the City of Ontario, in a flat, urbanized area without steep slopes. In addition, the project site has not previously experienced wildfire.[63] Based on historical meteorology data at the closest ARB air monitoring station in Ontario, the average wind speeds near the project site ranges from 2.1 miles

[61] California Department of Forestry and Fire Protection (CAL FIRE). 2007. Fire Hazard Severity Zones in SRA. SW San Bernardino County. Website: https://osfm.fire.ca.gov/media/6781/fhszs_map62.pdf. Accessed October 19, 2021.

[62] City of Ontario 2018. 2018 Hazard Mitigation Plan. Website: https://www.ontarioca.gov/residents-health-safety-disaster-preparedness/office-emergency-management. Accessed June 10, 2022.

[63] City of Ontario. 2022. Final Supplemental Environmental Impact Report. Wildfire, Figure 5.20-1 Historic Wildfire. August.

per hour (mph) to 13.8 mph.[64] Given that these wind speeds are not significantly high, the project site is not located in an area that experiences high prevailing wind speeds conducive to spreading wildfires. Therefore, the project site is not located in or near an area of steep terrain or historical wildfire burn nor experiences consistent high winds and would not be prone to greater wildfire risk. Impacts would be less than significant.

Mitigation: None.

c. 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?

Discussion of Effects: **Less than significant impact.** The project site is located within an urban and developed area, surrounded by existing roadways. The project site is not located near a large, unmanaged open space area that contains vegetation susceptible to wildfires. As a result, the proposed project would not require fuel breaks as the project site is not located in an area with dense vegetation that would encroach on the project development leading to an increased fire risk. The proposed project would not require emergency water sources, because potable water is currently provided by the Ontario Municipal Utilities Department, which has adequate water supplies available to serve the project and future development during normal, dry, and multiple dry years. New electrical power and natural gas lines on and connecting to the project site would be installed below ground, minimizing potential ignition and related fire risk above ground, at the project site according to the CBC and Uniform Fire Code. Therefore, impacts related to infrastructure that exacerbates fire risk would be less than significant.

Mitigation: None.

d. 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?

Discussion of Effects: **Less than significant impact.** As discussed in Section 2.7, Geology and Soils, and Section 2.10, Hydrology and Water Quality, impacts related to landslides and flooding would be less than significant. Additionally, the project site has also not been affected by previous wildfires that could have resulted in drainage changes or loss of vegetation leading to greater risk of landslides. Therefore, impacts related to flooding and landslide hazards due to post-fire slope instability or drainage changes would be less than significant.

Mitigation: None.

21. MANDATORY FINDINGS OF SIGNIFICANCE

a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

[64] California Air Resources Board (ARB). 2020. AQMIS, Daily Maximum Resultant Wind Speeds. Website:https://www.arb.ca.gov/aqmis2/display.php?report=SITE31D&site=3819&year=2021&mon=10&day=19&hours=all&statistic=HVAL&ptype=met&param=WINSPD_mph. Accessed October 19, 2021.

Discussion of Effects: **Less than significant impact with mitigation incorporated.** The proposed project may result in impacts associated with biological resources, cultural resources, geology and soils, hazards and hazardous materials, and tribal cultural resources that could be significant if left unmitigated. Implementation of mitigation measures as outlined in the respective sections of this Draft IS/MND would reduce all potential impacts on these resources to levels that are less than significant.

Mitigation: MM BIO-1, MM CUL-1, MM CUL-2, MM GEO-1, MM HAZ-1, MM HAZ-2, MM HAZ-3, and MM TCR-1, MM TCR-2, and MM TCR-3.

Project Design Features: PDF GHG-1.

b. Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?

Discussion of Effects: **Less than significant impact with mitigation incorporated.** The proposed project would further long-term goals. The proposed project, which would consist of a light industrial warehouse, would be consistent with the City's General Plan Industrial (I) Land Use designation and zoning designation of General Industrial (IG). Because the proposed project's use as a distribution warehouse is exactly what was intended in both land use designations, the proposed project would further the City's long-term development goals. The project site would not require a General Plan Amendment or rezone. As a result, the proposed project would be consistent with the City of Ontario General Plan and the growth assumptions made for the City of Ontario. Additionally, by focusing development in areas served by transit, the proposed project may help result in local, regional, and Statewide benefits including reduced air pollution and energy consumption. Accordingly, the proposed project would not achieve short-term goals at the disadvantage of long-term goals.

Mitigation: MM BIO-1, MM CUL-1, MM CUL-2, MM GEO-1, MM HAZ-1, MM HAZ-2, MM HAZ-3, MM TCR-1, MM TCR-2, and MM TCR-3.

Project Design Features: PDF GHG-1.

c. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current project, and the effects of probable future projects.)

Discussion of Effects: **Less than significant impact with mitigation incorporated.** This analysis evaluates whether the impacts of the proposed project, together with the impacts of cumulative development, would result in cumulatively significant impact. This analysis then considers whether incremental contribution of impacts associate with the implementation of the proposed project would be significant. Both conditions must apply for a project's cumulative effects to rise to the level of significance. The geographic context for the analysis of the cumulative impacts includes the project site, as well as a 0.5 mile and 5-mile radius of the project site, in the City of Ontario in San Bernardino County. All cumulative projects would be subject to local, State, and federal regulations and would be required to comply with City/County ordinances and General Plan policies, as well as other regulations and requirements that address environmental resources, as outlined in MM BIO-1, MM CUL-1, MM CUL-2, MM GEO-1, MM HAZ-1, MM HAZ-2, MM HAZ-3, MM TCR-1, TCR-2, and MM TCR-3. These regulations would be implemented in conjunction with other State, County, and local requirements. Additionally, all future development would be required to pay fair-share fees for infrastructure improvements to ensure infrastructure keeps pace with development.

The analysis presented in this Draft IS/MND includes a review of proposed project's potential impacts related to air quality, biological resources, cultural resources, and tribal cultural resources, among other environmental issue areas. As presented throughout this Draft IS/MND, the proposed project's cumulative impacts would either be less than significant with mitigation incorporated, less than significant, or there would be no cumulative impacts. Implementation of mitigation as outlined in this Draft IS/MND would reduce all potentially significant impacts to less than significant. Given that all impacts would be mitigated to a less than significant level and given the project's size, the incremental effects of this project are not considerable relative to the effects of past, current, and probable future projects. For these reasons, cumulative impacts are less than significant. The proposed project's incremental contribution to less than significant cumulative impacts would not be cumulatively considerable. Therefore, impacts would be less than significant with mitigation incorporated.

Mitigation: MM BIO-1, MM CUL-1, MM CUL-2, MM GEO-1, MM HAZ-1, MM HAZ-2, MM HAZ-3, MM TCR-1, MM TCR-2, and MM TCR-3.

Project Design Features: PDF GHG-1.

d. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Discussion of Effects: **Less than significant impact with mitigation incorporated.** As described throughout the preceding checklist portion of this Draft IS/MND, the proposed project would not have any substantial environmental effects on human beings, either directly or indirectly. All impacts identified throughout this document either do not require mitigation or would be mitigated to levels that are less than significant. In addition, the proposed project would be required to comply with existing regulations as discussed throughout the Draft IS/MND. The proposed mitigation measures, once implemented, and compliance with existing regulations would ensure that no substantial adverse effects on human beings would result from the proposed project. Therefore, impacts would be less than significant with mitigation incorporated.

Mitigation: MM BIO-1, MM CUL-1, MM CUL-2, MM GEO-1, MM HAZ-1, MM HAZ-2, MM HAZ-3, MM TCR-1, MM TCR-2, and MM TCR-3.

Project Design Features: PDF GHG-1.

EARLIER ANALYSES

(Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, one or more effects have been adequately analyzed in an earlier EIR or Mitigated/Negative Declaration. Section 15063(c)(3)(D)):

1) Earlier Analyzes Used. Identify earlier analyzes used and state where they are available for review.

a) The Ontario Plan Environmental Impact Report
b) The Ontario Plan
c) City of Ontario Zoning

All documents listed above are on file with the City of Ontario Planning Department, 303 East B Street, Ontario, California 91764, (909) 395-2436.