Initial Study/Mitigated Negative Declaration

CITY OF ONTARIO PLANNING DEPARTMENT
303 East B Street, Ontario, California 91764 Phone: 909.395.2036 / Fax: 909.395.2420

1. Project Title/File Nos.: File Nos.: PDEV22-010 & PMTT22-008-East State Street Warehouse Project

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: Prologis, Inc. ; 3546 Concours Street, Ontario, CA 91764

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, *Regional Location Map*, and 2, *Aerial Site Photograph*, below, the Project site is located at the northeast corner of East State Street and South Campus Avenue (APNs: 1049-111-01;1049-111-03; 1049-111-04; 1049-111-05; and 1049-111-07). The Project site is bordered by East State Street to the south, South Campus Avenue to the east, South Bon View Avenue to the west, and the railroad to the north. Regional access is provided via Interstate 10 (I-10) and State Route (SR-83).

6. Policy Plan (General Plan) Designation: Industrial

7. Zoning Designation: General Industrial (IG)

8. Description of Project: The Project Applicant seeks to demolish the existing structures and re-develop the 16.39-acre site as a warehouse facility with approximately 336,761 square feet (s.f.) of building area as shown on Figure 3, *Site Plan*. Of the total building square footage, the Project would allocate 322,261 s.f. for warehousing/distribution and 14,500 s.f. for office uses. The Project would require demolition of the existing buildings and structures, totaling 200,840 s.f., associated on-site landscaping, and associated on-site parking.

   Building Characteristics and Operations
   As depicted in Figure 4, *Building Elevations (North, East, and West) and Figure 5, Building Elevations (South)*: The proposed building will be a one-story, 52-foot tall speculative warehouse/distribution and office facility, designed to be visually compatible with adjacent buildings and uses. The primary color scheme of the proposed building would include varying shades of white, grays, and dark grays and would be further accented with blue reflective glazing and decorative wood. The building is designed with 57 dock doors on the south-facing side of the building.

   Although the ultimate end-user is unknown at this time, for purposes of conservative analysis, the Project is assumed to operate up to 24-hours daily, 7 days a week. Based on typical building user characteristics, it is reasonably assumed that up to 15% of the building space could be used for cold storage. Loading and unloading activities would occur at the front of the building.

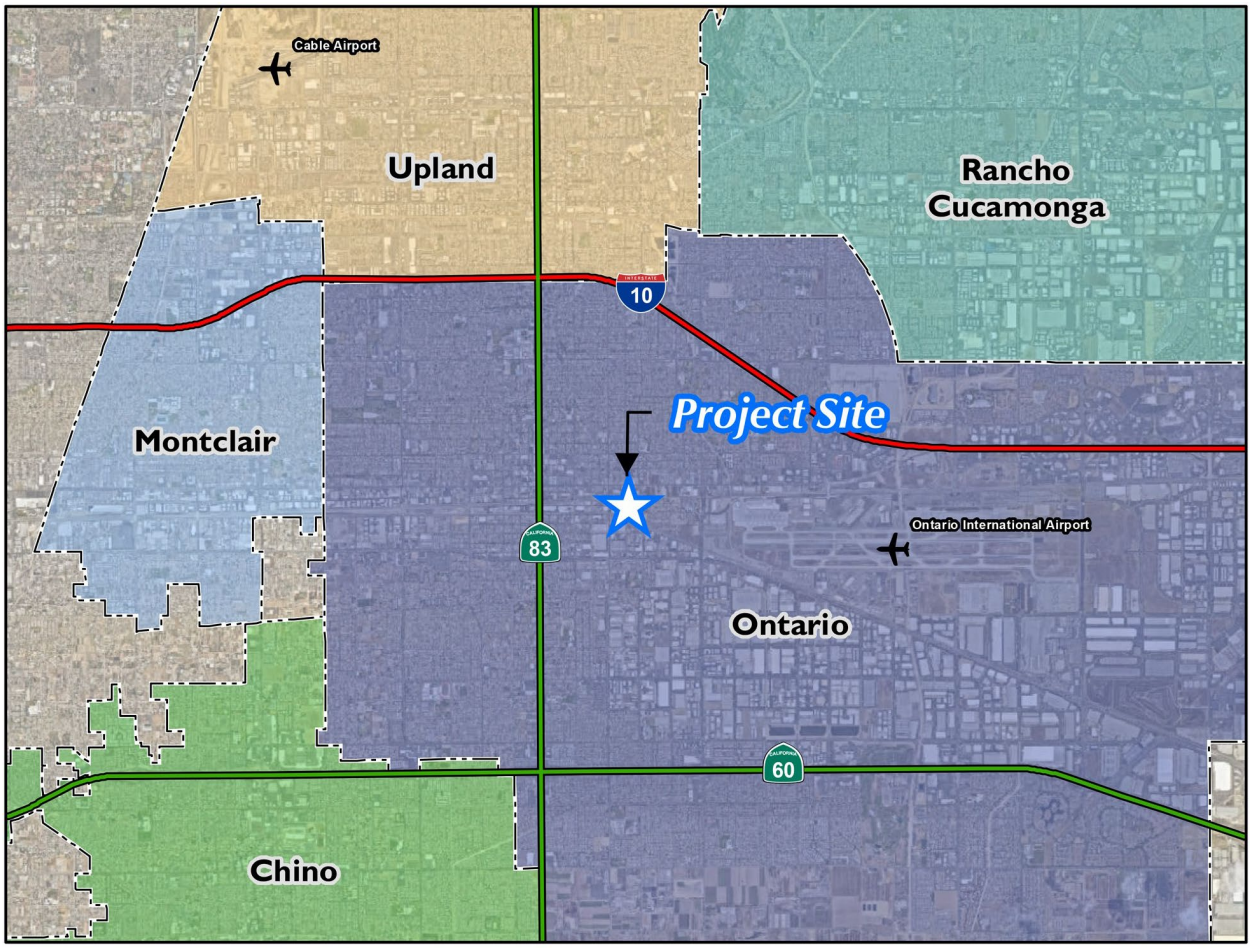


Figure 1: Regional Location Map

Figure 2: Aerial Site Photograph

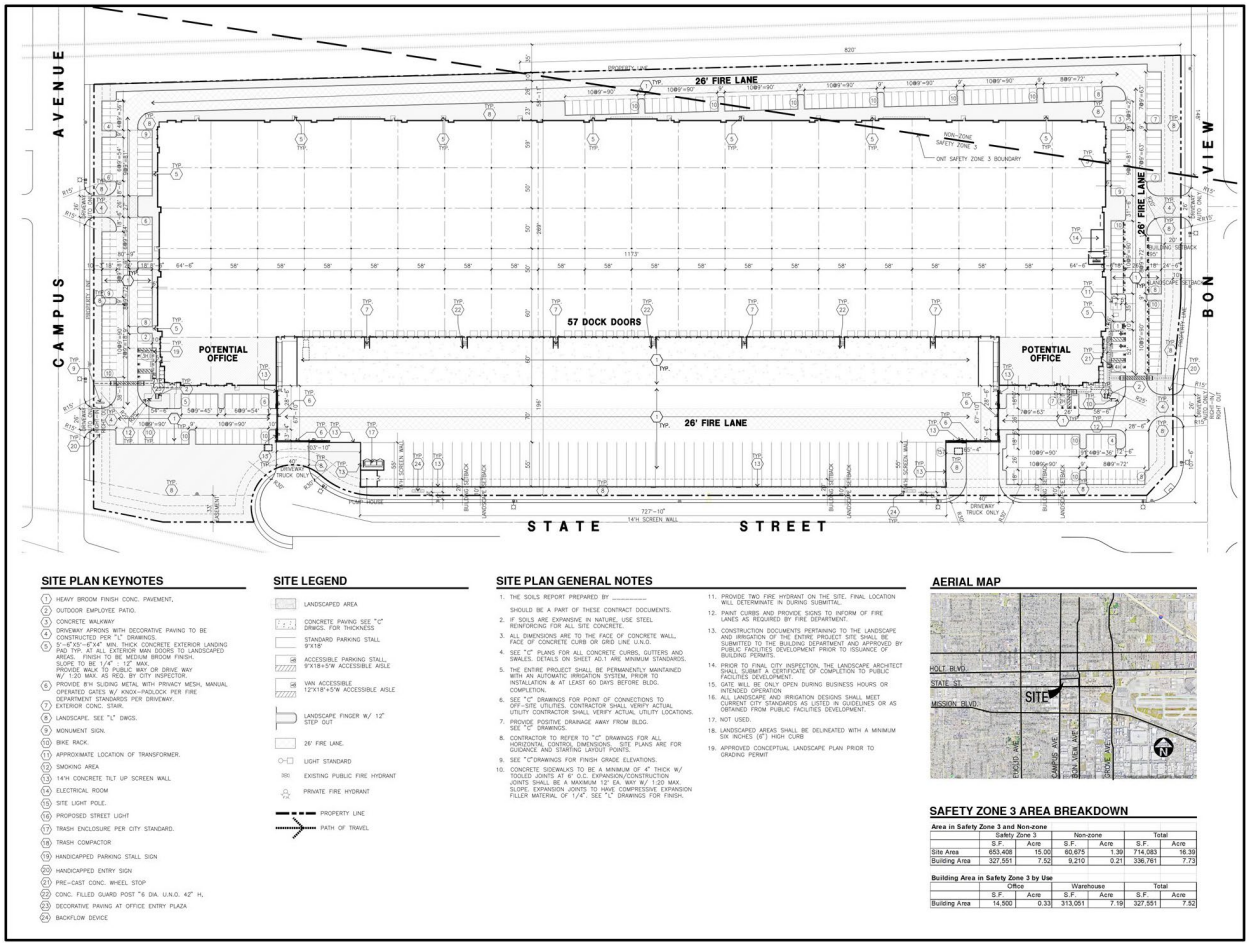


Figure 3: Site Plan

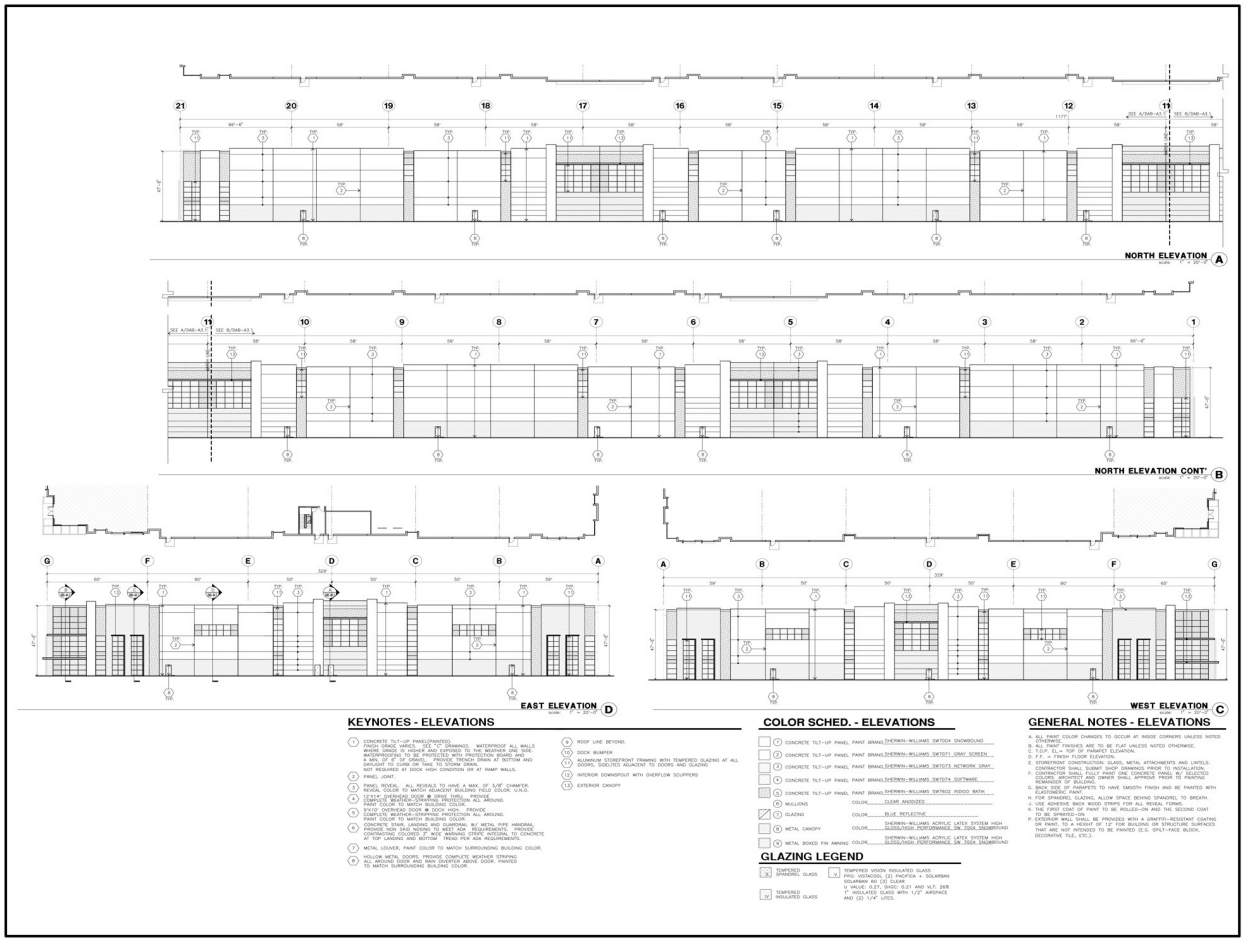


Figure 4: Building Elevations (North, East, and West)

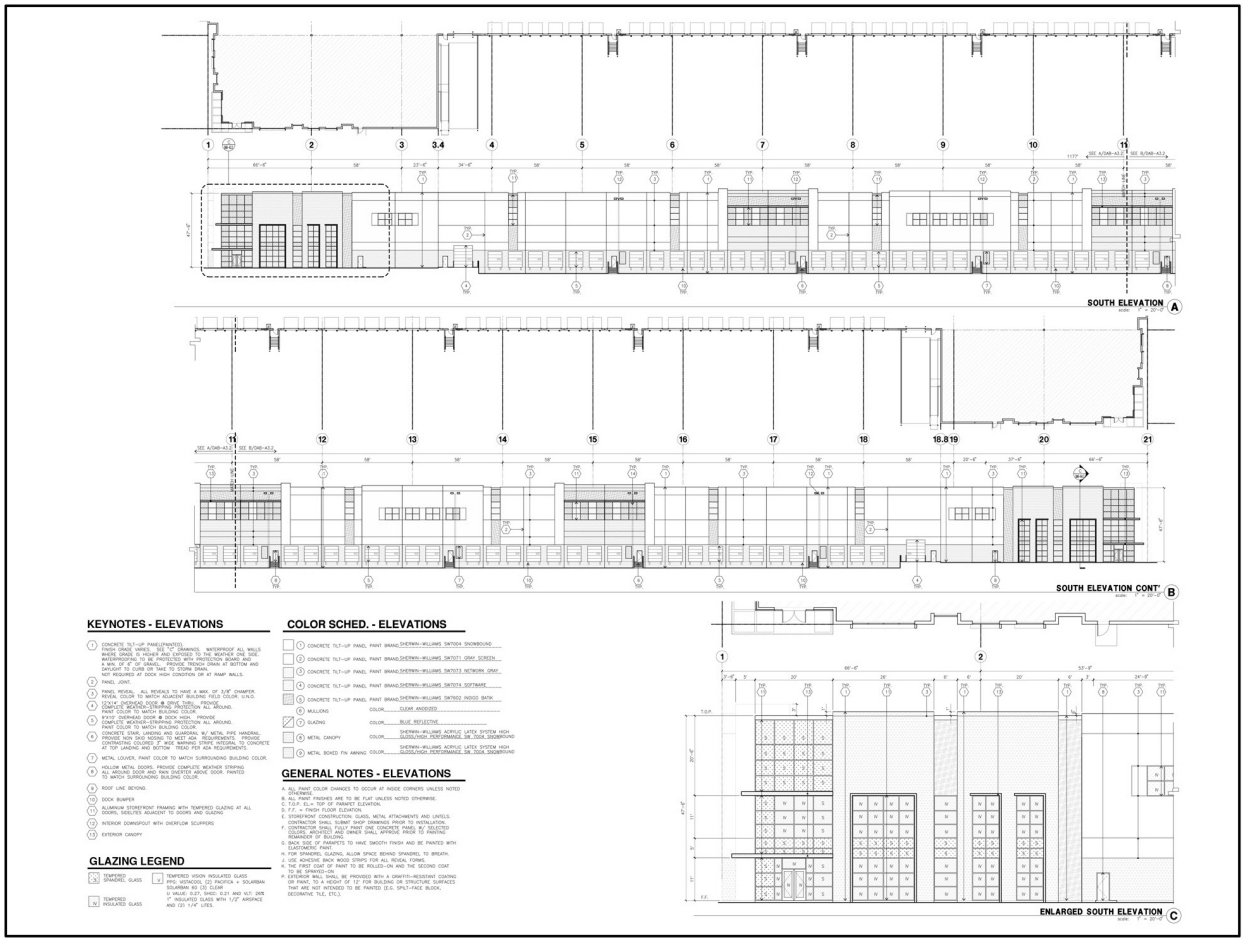


Figure 5: Building Elevations (South)

Circulation and Parking

Vehicular access will be provided via 2 driveways on East State Street, 2 driveways on South Campus Avenue, and 2 driveways on South Bon View Avenue. Driveways on South Campus Avenue and South Bon View Avenue would be restricted to passenger vehicles only with the southern driveways being right in and right out only. Driveways on East State Street would be restricted for truck access only. The Project also includes surface parking with ±256 parking spaces. Of the ±256 spaces, there are ±218 standard automobile parking stalls, 5 standard accessible parking stalls, 2 van accessible parking stalls, and 23 electric vehicle (EV) standard parking stalls, 1 EV standard accessible parking stall, 1 EV van accessible parking stall, 1 EV ambulatory parking stall, and 5 clean air/van pool parking stalls. Passenger vehicle parking stalls would be located in parking areas positioned around all sides of the proposed building. Additionally, 14 short term and 14 long term bicycle spaces would be provided. The Project would further include 57 truck trailer parking spaces located north of the building, closest to the 57 proposed dock doors.

Landscaping, Walls, and Lighting

As depicted in Figure 6, *Landscape Plan*, a variety of trees, shrubs, accent plants, and ground cover are proposed along the perimeter of the Project site and parking area. Landscaping will feature drought-tolerant plant materials for a total of 221 trees, including 121 15 gallon, 11 48" box, 22 36" box, and 67 24" box trees.

As shown in Figure 7, *Wall and Fencing Plan*, a 14-foot tall concrete tilt screen wall will border the Project site's northern boundary along the trailer parking spaces, which will transition to an 8-foot tall metal sliding gate from the gate entry to the truck driveways access on East State Street. Additionally, an 8-foot tall wrought iron tubular fence would border the Project's northern boundary.

Exterior lighting would be installed on-site, as necessary, for safety, security, and wayfinding. Decorative architectural lighting as well as landscape lighting would also be installed to accent building entries as focal points throughout the site. Ornamental landscaping, lighting, walls and utility infrastructure improvements/connections would be installed per compliance with the City's Municipal Code.

Infrastructure Improvements

Water service to the Project site will be provided by the Ontario Municipal Utilities Company (OMUC). As shown in Figure 8, *Conceptual Utilities Plan*, water would be accommodated via proposed water lines that would extend from the southwestern and southeastern corners of the building to an existing 12-inch water main on South Campus Avenue and an existing 6-inch water main at South Bon View Avenue that will be replaced with a 12-inch water main, respectively.

Sanitary sewer service to the Project site would be provided by Inland Empire Utilities Agency (IEUA). Sewer would be accommodated via proposed sewer lines that would extend from the southwestern and southeastern corners of the building to an existing 15-inch sewer main on South Campus Avenue and an existing 18-inch sewer main at South Bon View Avenue.

Stormwater will sheet flow from north to south and will be captured by proposed onsite inlets. The proposed on-site storm drain system will convey the flow into the proposed subsurface system located in the truck yard. Flow will continue to the existing 42-inch storm drain system located along South Bon View Avenue via an existing 18-inch storm drain. The South Bon View Avenue storm drain system will then discharges into the East State Street Storm Drain system located along State Street and Ontario Boulevard.

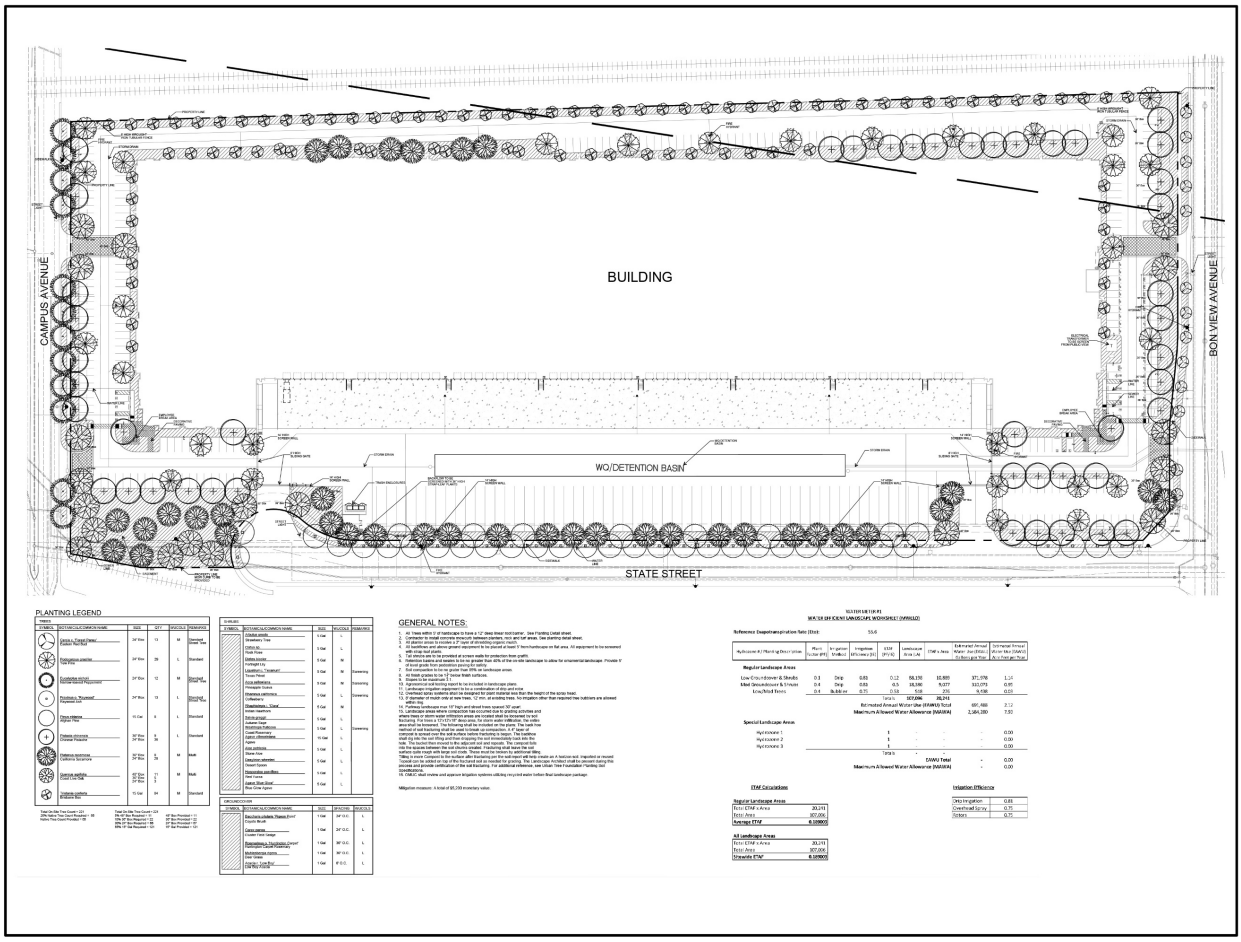


Figure 6: Landscape Plan

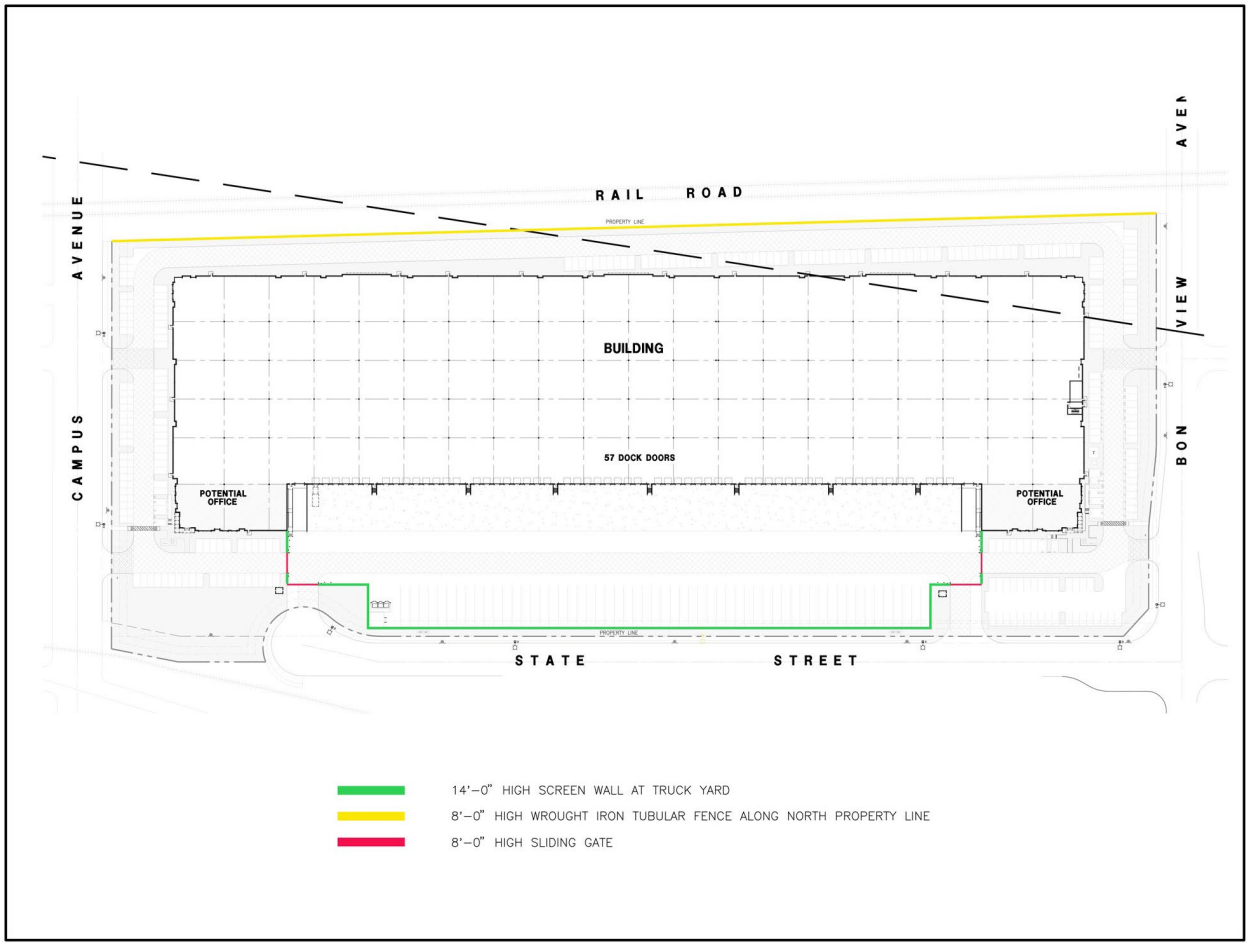


Figure 7: Wall and Fencing Plan

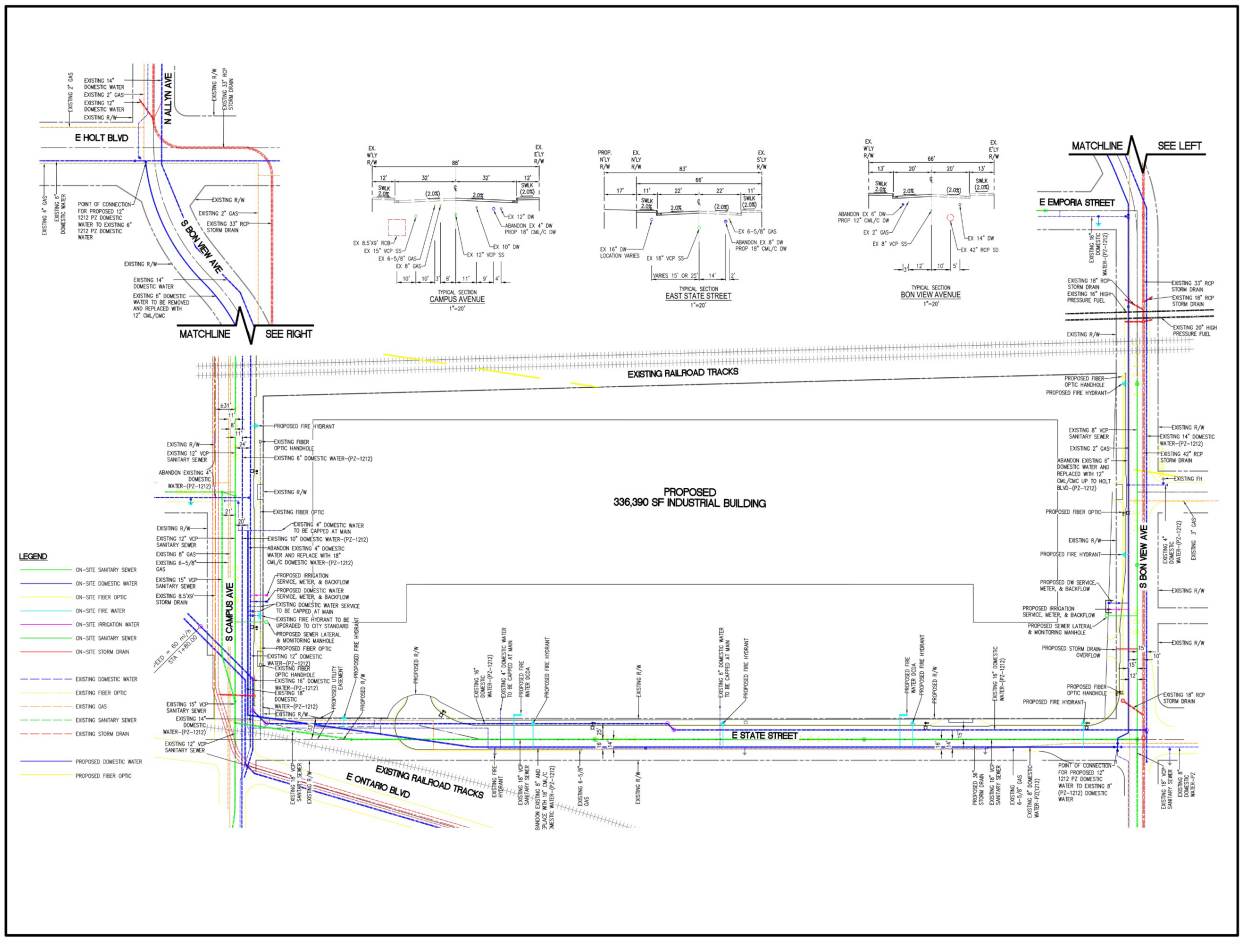


Figure 8: Conceptual Utilities Plan

Electricity will be provided by the Southern California Edison. Additionally, two fiber optic lines will be constructed: one along South Campus Avenue from the building entrance to the existing line and one along South Bon View Avenue with two handhole at the northern and southern ends. All new dry utility infrastructure would be installed underground and within the Project site.

Project Construction Characteristics:
Project construction would occur in one phase over approximately one year with an opening year of 2024. Construction activities and durations are as follows:

- Demolition (60 days)
- Site Preparation & Grading (25 days)
- Building Construction (165 days)
- Paving (20 days)
- Architectural Coating & Landscaping (30 days)

The Project will require demolition of the existing buildings and asphalt paving on site. As depicted in Figure 9, *Conceptual Grading Plan (East)*, and Figure 10, *Conceptual Grading Plan (West)*, the Project would require 11,000 CY of imported soil.

9. Project Setting: As shown in Figure 2, the Project site is currently developed with five industrial buildings. Uses at the Project site consist of transloading of plastics and paper, construction yard, drayage, warehousing/distribution, storage, tow yard, and a brewery. Vehicular access to the Project site is from three driveways along East State Street, providing access to the facility conducing transloading of plastics and paper. An alley on South Campus Avenue also provides access to the parcels located in the northeast portion of the Project site including the brewery, drayage, and tow yard. Sidewalks are present along both sides of South Campus Avenue and South Bon View Avenue.

   The existing uses currently generate 208 two-way trips per day, with 14 a.m. peak hour and 10 p.m. peak hour trips. The existing uses are part of the existing environmental baseline and will therefore be factored into the analysis of the proposed Project in compliance with CEQA. That is to say, because the existing uses create environmental impacts that would be removed by Project implementation, the impacts of the existing uses will be deducted from the analysis of the proposed Project's impacts so as to not over inflate and overstate the impacts of the proposed Project compared to the existing condition.

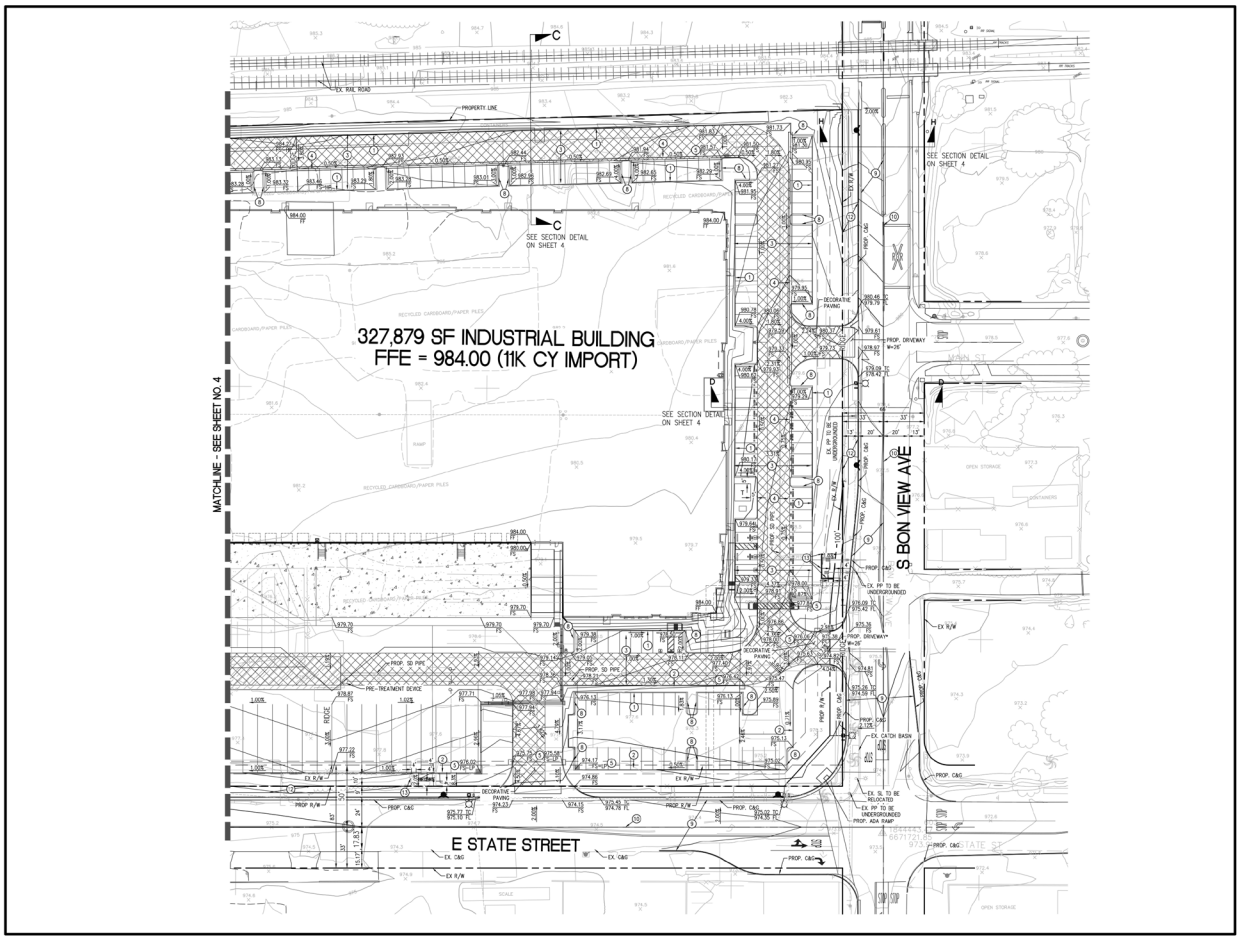


Figure 9: Conceptual Grading Plan (East)

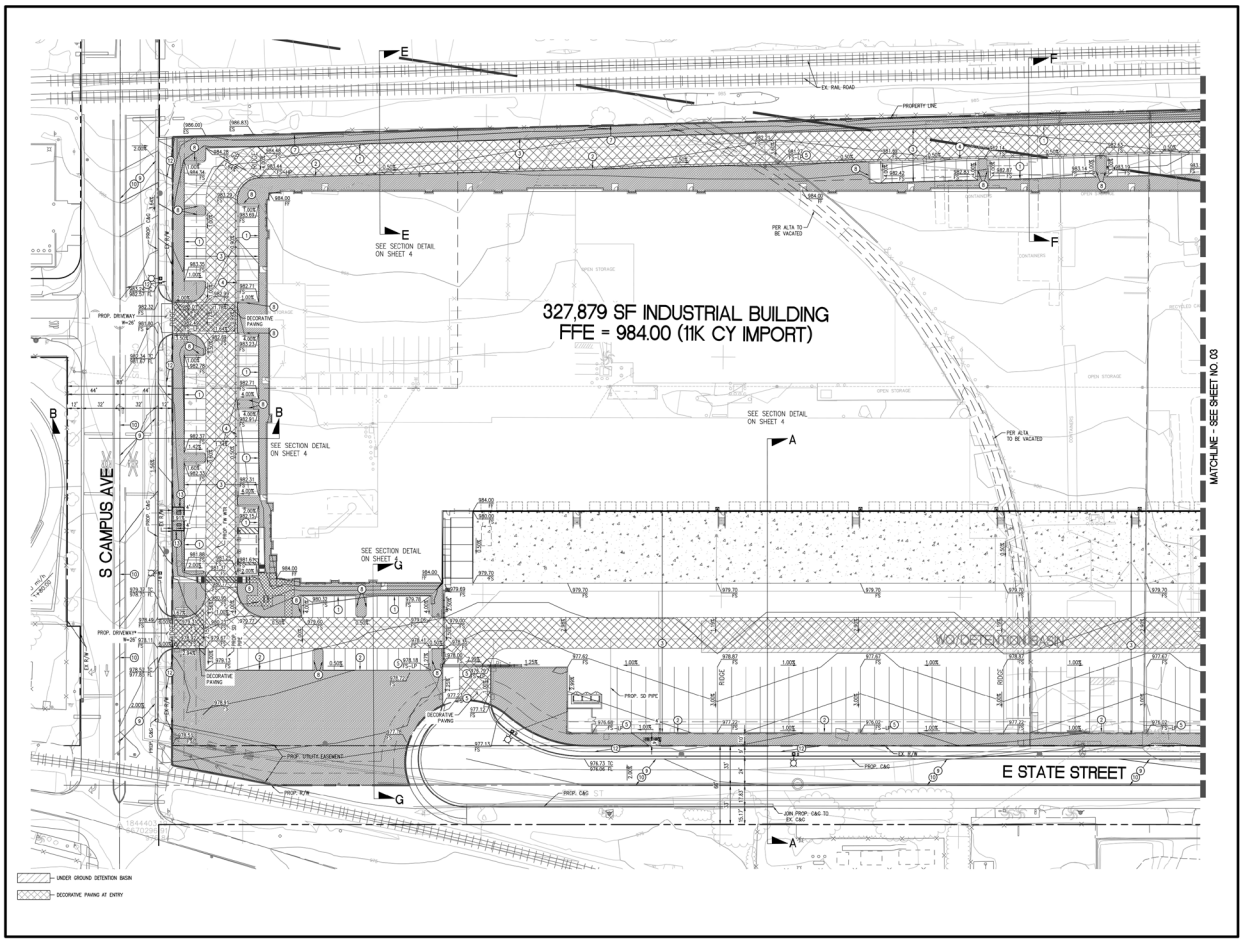


Figure 10: Conceptual Grading Plan (West)

10. Surrounding Land Uses:

	Existing Land Use	General Plan Designation	Zoning Designation	Specific Plan Land Use
Site:	Industrial	Industrial	General Industrial (IG)	N/A
North:	Amtrak railroad with single-family residential and commercial uses beyond the railroad	Business Park; Rail	Rail Corridor (RC); Industrial Park (IP)	N/A
South:	Metrolink Railroad and industrial uses for auto repair and metal recycling	Rail; Industrial	RC; IG	N/A
East:	Mostly vacant land with trees and a small auto electric service business	Industrial	IG	N/A
West:	City of Ontario water well and aboveground tank, and recycling center	Rail; Industrial; Public Facility	RC, IG, Civic	N/A

11. Other public agencies whose approval is anticipated include (e.g., permits, financing approval or participation agreement):

- Santa Ana Regional Water Quality Control Board (Issuance of a National Pollutant Discharge Elimination System Permit; Issuance of a Construction General Permit);
- State Water Resources Control Board (Stormwater Pollution Prevention Plan);
- South Coast Air Quality Management District (Issuance of Air Quality permits to construct and operation, if necessary)
- Federal Aviation Administration (FAA Form 7460-1-Determination of No Hazard)

12. 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

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 & 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:

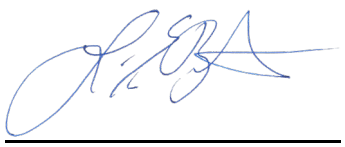
☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ 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: November 7, 2022
Printed Name: Luis E. Batres	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. 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.

4. "Negative Declaration: Less Than Significant with Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from the "Earlier Analyses" Section may be cross-referenced).

5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or Negative Declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

    a. Earlier Analyses Used. Identify and state where they are available for review.

    b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

    c. Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7. Supporting Information Sources. A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8. 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 a project's environmental effects in whatever format is selected.

9. 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.

   (Note: Example explanations have been provided. Add, remove, or replace as needed.)

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?)	☐	☐	☐	☒
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 non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a	☐	☐	☐	☒

Issues	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Williamson Act contract?				
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒
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 non-attainment 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 Game 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 Game 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 § 15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Issues	*Potentially Significant Impact*	*Less Than Significant with Mitigation*	*Less Than Significant Impact*	*No Impact*
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?	☐	☐	☐	☒
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	☐	☐	☐	☒

Issues	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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 offsite;	☐	☐	☒	☐
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	☐	☐	☒	☐
d) Impede or redirect flood flows?	☐	☐	☐	☒
e) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
f) 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?	☐	☐	☒	☐

Issues	*Potentially Significant Impact*	*Less Than Significant with Mitigation*	*Less Than Significant Impact*	*No Impact*
14. POPULATION AND HOUSING. 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)?	☐	☐	☐	☒
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:				
i) Fire protection?	☐	☐	☒	☐
ii) Police protection?	☐	☐	☒	☐
iii) Schools?	☐	☐	☐	☒
iv) Parks?	☐	☐	☐	☒
v) 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?	☐	☐	☒	☐
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				

Issues	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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 storm water 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 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	☐	☐	☒	☐

Issues	*Potentially Significant Impact*	*Less Than Significant with Mitigation*	*Less Than Significant Impact*	*No Impact*
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 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 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.)	☐	☐	☒	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐
Note: Authority cited: Public Resources Code sections 21083, 21083.05, 21083.09. Reference: Gov. Code section 65088.4; Public Resources Code sections 21073, 21074, 21080(c), 21080.1, 21080.3, 21080.3.1, 21080.3.2, 21082.3, 21083, 21083.3, 21083.5, 21084.2, 21084.3, 21093, 21094, 21095 and 21151; *Sundstrom v. County of Mendocino* (1988) 202 Cal.App.3d 296; *Leonoff v. Monterey County Board of Supervisors* (1990) 222 Cal.App.3d 1337; *Eureka Citizens for Responsible Govt. v. City of Eureka* (2007) 147 Cal.App.4th 357; *Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal.App.4th 1099, 1109; *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656.				

EXPLANATION OF ISSUES

1. AESTHETICS. Would the project:

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

Discussion of Effects: A significant impact would occur if a project were to introduce incompatible scenic elements within a field of public view containing a scenic vista or substantially block views of a scenic vista. Viewsheds refer to the visual qualities of the geographical area that is defined by the horizon, topography, and other natural features that give an area its visual boundary and context, or by artificial developments that have become prominent visual components of an area.

The City of Ontario's General Plan (Policy Plan) does not identify scenic vistas within the City. However, the Policy Plan (Policy CD-1.5) requires all major north-south streets be designed and developed to feature views of the San Gabriel Mountains. The Project site is located along

South Campus Avenue and South Bon View Avenue, a minor north-south arterial and collector street, respectively, as identified in the Roadway Classification (Figure M-01) of the Mobility Element within the Policy Plan (City of Ontario, 2022a). Additionally, the Project site is bordered by industrial uses to the west and south. Therefore, no adverse impacts to scenic vistas are anticipated in relation to the Project.

Mitigation: None required.

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

Discussion of Effects: The City of Ontario is served by three freeways: I-10, I-15, and SR-60. I-10 and SR-60 traverse the northern and central portion of the City, respectively, in an east–west direction. I-15 traverses the northeastern portion of the City in a north–south direction. These segments of I-10, I-15, and SR-60 are not designated as scenic highways by the California Department of Transportation. The nearest eligible State scenic highway is SR-142, approximately 8.1 miles to the southwest of the Project Site (Caltrans, 2022). In addition, there are no historically significant buildings or any scenic resources identified on or in the vicinity of the Project site. Therefore, the Project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings and historic buildings within a state scenic highway. No impacts would occur.

Mitigation: None required.

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: According to CEQA Guidelines Section 15387, urban areas are defined as a central city or group of contiguous cities with a population of 50,000 or more, together with adjacent densely populated areas having a population density of at least 1,000 persons per square mile. According to the 2010 Census Urbanized Area Reference Map, the Project site is located within an urbanized area (US Census, 2012). As such, the potential impacts of the Project under this threshold are assessed based on whether the Project would conflict with applicable zoning and other regulations governing scenic quality.

The Project site is zoned General Industrial (IG) and the Project is required to comply with the development standards established in Section 6.01.025, *Industrial Zoning Districts*, of the City's Development Code. The intent and purpose of Section 6.01.025 are to ensure that development within the industrial zoning districts of the City will contribute toward an urban environment of stable, desirable character, which is harmonious with existing and future development, and is consistent with the goals and policies of the Policy Plan component of The Ontario Plan. Furthermore, these regulations are to ensure that the appearance of industrial buildings and uses is compatible with the visual character of the area in which they are located (City of Ontario, 2021). Table 1-1, *Zoning District Development Standard Consistency Analysis*, addresses the Project's consistency with applicable development standards outlined in the City's Development Code. As shown below, the Project would not conflict with the applicable development standards in the City's Development Code established for the IG zone. Therefore, no adverse impacts are anticipated.

Table 1-1 Zoning District Development Standards Consistency Analysis

Applicable Development Standard	Project Consistency
Industrial Zoning District Development Standards	
A. SITE DEVELOPMENT STANDARDS	
1. Minimum Lot Area:10,000 s.f.	**Consistent.** As shown in Figure 3, *Site Plan*, the Project site area is 714,083 s.f., which is substantially larger than the required minimum lot area of 10,000 s.f. Therefore, the Project would be consistent with the minimum lot requirement.
2. Maximum Floor Area Ratio (FAR): 0.55	**Consistent.** As shown in Figure 3, *Site Plan*, the Project site has a FAR of 0.47 which would not exceed the maximum FAR of 0.55. Therefore, the Project would be consistent with the maximum FAR requirement.
3. Minimum Lot Dimensions: 100 FT – Lot Width; 100 FT – Lot Depth	**Consistent.** As shown in Figure 3, *Site Plan*, the Project's lot width is 1,351'3" and the depth is 523"11', which would exceed the minimum 100 ft lot width and depth. Therefore, the Project is consistent with the minimum lot dimensions requirement.
4. Minimum Landscape Coverage a. Interior Lots: 10% b. Corner Lots: 15% c. Off-Street Parking Areas: 7%	**Consistent.** As shown in Figure 3, *Site Plan*, the Project site is located a corner lot and the Project's landscape coverage is 15%, which would meet the minimum 15% landscape coverage. Therefore, the Project is consistent with the minimum landscape coverage.
5. Minimum Parking Space and Drive Aisle Separations a. Parking Space or Drive Aisle to Street Property Line: 10 FT b. Parking Space or Drive Aisle to Interior Property Line: 5 FT c. Parking Space to Buildings, Walls, and Fences: 10 FT - Areas adjacent to public entries and office areas; 5 FT - Areas adjacent to other building areas d. Drive Aisles to Buildings, Walls, and Fences: 10 FT	**Consistent.** As shown in Figure 3, *Site Plan*, there is at least 10ft landscape buffers between the Project site parking space and drive aisle and the street and interior property line on all four side of the Project site. Additionally, the development standards state that "within yard areas fully screened by a decorative wall, there shall be no minimum drive aisle or parking space setback required". There is a 6ft landscape buffer on the western and eastern side between the parking space and the proposed building, and 10 ft on the southern side adjacent to the office areas and public entries. Drive aisle surrounding the eastern, western, and southern side of the building are separated by parking spaces and landscaping, exceeding the minimum 10ft requirement. Additionally, along the northern side of the building, there is a 23ft landscape buffer between the building and the drive aisle. Therefore, the Project is consistent with the minimum parking space and drive aisle separations.
6. Minimum Screened Loading and Storage Yard Separations	**Consistent.** As discussed above, the Project is bounded by minor arterial and collector streets. As shown in Figure 3, *Site Plan*, the proposed truck yard would be 10 ft from East State Street. Therefore, the

Applicable Development Standard	Project Consistency
a. Enclosed Loading and Storage Yard to Street Property Line: 20 FT – Freeways; 20 FT - Arterial Streets; 10 FT - Collector/Local Streets b. Screened Loading and Storage Yard to Interior Property Line: 0 FT c. Screened Loading and Storage Yard to Buildings, Walls, and Fences: 0 FT	Project is consistent with the minimum screened loading and storage yard separations.
7. Walls, Fences and Obstructions Refer to Section 6.02.025 (Design Standards for Nonresidential Zoning Districts).	**Consistent.** As shown in Figure 7, *Wall and Fencing Plan*, an 14-foot tall concrete tilt screen wall would border the Project site's northern boundary along the trailer parking spaces, which would meet the minimum height requirement of 8ft. Additionally, an 8-foot tall wrought iron tubular fence would border the Project's northern boundary, which would meet the maximum interior side and rear property line walls and fences height requirement of 14ft. Site plans will be subject to review by the Planning Department prior to issuance of building permits. The Project would comply with Section 6.02.025: Design Standards for Nonresidential Zoning Districts for Walls, Fences, and Obstructions.
8. Off Street Parking Refer to Division 6.03 (Off-Street Parking and Loading).	**Not Applicable.** There is no off-street parking proposed for the Project.
9. Property Appearance and Maintenance Refer to Division 6.10 (Property Appearance and Maintenance).	**Consistent.** As discussed above, the Project would redevelop the Project site with a new warehouse/distribution and office facility, which has been designed to be visually compatible with the adjacent building field colors. The Project would comply with Section 6.10 Property Appearance and Maintenance.
10. Historic Preservation Certain portions of commercial zoning districts are identified as historic or potentially historic, and are listed on the City's Historic Resources Eligibility List. Development regulations set forth in Division 7.01 (Historic Preservation), and application processing and permitting regulations set forth in Division 4.02 (Discretionary Permits and Actions) and of this Development Code, shall apply in these instances.	**Not Applicable.** The Project is not located in a commercial zoning district that is identified as historic or potentially historic.
11. Signs Refer to Division 8.1 (Sign Regulations).	**Consistent.** Site plans will be subject to review by the Planning Department prior to issuance of building permits to ensure compliance with Division 8.1 Sign Regulations.
12. Security Standards	**Consistent.** As shown Figure 3, *Site Plan*, the metal gates will include a Knox-padlock**.** Additionally, the Project would be required to comply with construction site security requirements as stated in

Applicable Development Standard	Project Consistency
Refer to Ontario Municipal Code Title 4, Chapter 11 (Security Standards for Buildings).	the Standard Conditions. Site plans will be subject to review by the Planning Department and Police Department prior to issuance of building permits (pursuant to the City's Building Security Ordinance). The Project would be required to comply with the Ontario Municipal Code.
13. Noise: Buildings shall be designed and constructed to mitigate noise levels from exterior sources. Refer to OMC, Tile 5 (Public Welfare, Morals, and Conduct), Chapter 29 (Noise).	**Consistent.** As discussed in Reponses 13, the Project would not result in significant noise impacts and the Project has been constructed to mitigated noise levels.
B. BUILDING DEVELOPMENT STANDARDS	
1. Maximum Area Per Building: N/A	-
2. Minimum Street Setback a. From Freeway Property Line: 20FT b. From Arterial Street Property Line: 10 FT - Holt Boulevard; 20 FT - All Other Arterial Streets c. From Collector and Local Street Property Line: 10 FT	**Consistent.** As discussed above, the Project is bounded by minor arterial and collector streets. As shown in Figure 3, *Site Plan*, Project's building setback of 20ft and landscaping setback of 10ft are met from all three streets. Therefore, the Project would be consistent with the minimum street setback.
3. Minimum Interior Property Line Setback: 0 FT	-
4. Maximum Height: 55 FT	**Consistent.** The proposed building would be 52 ft in height and would not exceed the Zoning District Development Standards' height limit of 55 ft. Accordingly, the Project's proposed building height would comply with the City's permitted height in the IG zone.
5. Minimum Setback From Major Pipelines (to habitable structures): 50FT	**Not Applicable.** The Project site is not located along the major pipelines within the City.

Mitigation: None required.

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

Discussion of Effects: Under existing conditions, the Project site is surrounded by industrial uses to the west and south, railroad and residential uses to the north and vacant land and industrial uses to the east. Street lights are located along East State Street, South Bon View Avenue, and South Campus Avenue. New lighting will be introduced to the site with the redevelopment of the Project. Pursuant to the requirements of the City's Development Code, project on-site lighting will be shielded, diffused or indirect, to avoid glare to pedestrians or motorists. In addition, lighting fixtures will be selected and located to confine the area of illumination to within the Project site and minimize light spillage.

Furthermore, site lighting plans will be subject to review by the Planning Department and Police Department prior to issuance of building permits (pursuant to the City's Building Security Ordinance). Therefore, implementation of the Project would not result in a significant source of light or glare that would adversely affect daytime or nighttime views and impacts would be less than significant.

Mitigation: None required.

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 prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. 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 non-agricultural use?

Discussion of Effects: The Project site is presently industrial and does not contain any agricultural uses. Further, the site is identified as Urban and Built-up Land on the map prepared by the California Resources Agency, pursuant to the Farmland Mapping and Monitoring Program (DOC, 2018). The Project does not have the potential to convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to non-agricultural use. As a result, no adverse environmental impacts are anticipated.

Mitigation: None required.

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

Discussion of Effects: The Project site is not zoned for agricultural use. The Project site is zoned General Industrial. The Project's implementation would not require a zone change and would not result in a loss of land zoned for agriculture. The Project is consistent with the development standards and allowed land uses of the General Industrial zone. Furthermore, there is no Williamson Act contract in effect on the subject site. Therefore, no impacts to agricultural uses are anticipated, nor will there be any conflict with existing or Williamson Act contracts.

Mitigation: None required.

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: The Project is zoned General Industrial and does not contain forest land. The Project is consistent with the development standards and allowed land uses of the General Industrial zone. The City's Zoning Map does not designate any parcels of land in the Project area for forest land, timberland, or timberland zoned Timberland Production. Therefore, no adverse impacts are anticipated.

Mitigation: None required.

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

Discussion of Effects: There is currently no land in the City of Ontario that qualifies as forest land as defined in Public Resources Code section 12220(g). Neither the Policy Plan nor the City's

Zoning Code provide designations for forest land. Consequently, the Project would not result in the loss or conversion of forest land.

Mitigation: None required.

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

Discussion of Effects: The Project site is currently zoned General Industrial and is not designated as Farmland. The Project site is currently developed with industrial uses and there are no agricultural uses occurring onsite. As a result, to the extent that the Project would result in changes to the existing environment those changes would not result in loss of Farmland to non-agricultural use.

Additionally, there is currently no land in the City of Ontario that qualifies as forest land as defined in Public Resources Code Section 12220(g). Neither the Policy Plan nor the City's Zoning Code provide designations for forest land. Consequently, to the extent that the Project would result in changes to the existing environment, those changes would not impact forest land.

Mitigation Required: None required.

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

The analysis in this section is based on the East State Street Air Quality Impact Analysis (Air Quality Impact Analysis) report prepared by Urban Crossroads, Inc. (Urban Crossroads) dated June 20, 2022 and the East State Street Mobile Source Health Risk Assessment (HRA) prepared by Urban Crossroads dated June 20, 2022. The Air Quality Impact Analysis and HRA are provided in their entirety as Appendix A.1 and Appendix A.2, respectively, of this IS/MND. Since preparation of the technical studies, the site plan has been refined and the Project now proposes a 336,761 s.f. warehouse or an increase of 371 s.f. compared to the building size evaluated in the technical studies. This nominal change in the square footage would not substantively change the findings and conclusions of the technical studies and therefore no changes to these studies are warranted. (Urban Crossroads, 2022h)

South Coast AQMD Regional and Local Significance Thresholds

The City of Ontario utilizes the South Coast AQMD CEQA Air Quality Handbook and thresholds of significance to determine the potential significance of Project emissions. A Project may have a significant impact if Project emissions would exceed these air pollution thresholds. Table 3-1, *South Coast AQMD Regional Threshold of Significance*, below identifies South Coast AQMD's regional construction and operational emissions within its jurisdiction.

Table 3-1 South Coast AQMD Regional Threshold of Significance

Pollutant	Construction Regional Thresholds	Operational Regional Thresholds
NO_X	100 lbs/day	55 lbs/day
VOC	75 lbs/day	55 lbs/day
PM_{10}	150 lbs/day	150 lbs/day
$PM_{2.5}$	55 lbs/day	55 lbs/day
SO_X	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Pb	3 lbs/day	3 lbs/day

Notes: lbs/day – Pounds Per Day, NOX – Nitrogen Oxides, VOC – Volatile Organic Compounds, PM10 – Particulate Matter 10 microns in diameter or less, PM2.5 – Particulate Matter 2.5 microns in diameter or less, SOX – Sulfur Oxides, CO – Carbon Monoxide, Pb – Lead.
Source: (Urban Crossroads, 2022a, Table 3-1)

The South Coast AQMD also established localized significance thresholds (LSTs) that a project can emit without contributing to an existing or new air quality standard exceedance. LSTs are defined separately for construction and operational activities and are dependent on location, project size, and distance to sensitive receptors.

Health Risk Significance Thresholds

For pollutants without defined significance standards or air contaminants not covered by the standard criteria cited above, the definition of substantial pollutant concentrations varies. For toxic air contaminants (TACs), "substantial" is taken to mean that the individual cancer risk exceeds a threshold considered a prudent risk management level. Cancer risk is expressed in terms of expected incremental incidence per million. The South Coast AQMD has established an incidence rate of 10 persons per million as the maximum acceptable incremental cancer risk due to DPM exposure from a project. This threshold serves to determine whether a given project has a potentially significant development-specific and cumulatively considerable impact.

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

Discussion of Effects: The Project site is located within the South Coast Air Basin (SCAB). Currently, State, and federal air quality standards are exceeded in most parts of the SCAB. In response, the South Coast AQMD has adopted a series of Air Quality Management Plans (AQMPs) to meet the State and federal ambient air quality standards. AQMPs are regularly updated to more effectively reduce emissions, accommodate growth, and to minimize any negative fiscal impacts of air pollution control on the economy. It should be noted that emissions of O_3, NO_x, VOC, and CO have been decreasing in the SCAB since 1975. Additionally, the overall trends of PM_{10} and $PM_{2.5}$ in the air (not emissions) have improved since 1975. The current AQMP, the 2016 AQMP, was adopted by the South Coast AQMD in March 2017 and the Project's consistency with the 2016 AQMP is discussed below. An updated AQMP is under development by the South Coast AQMD but is not yet approved and therefore the 2016 AQMP is the relevant document for evaluation herein. Criteria for determining consistency with the 2016 AQMP are defined in Chapter 12, Section 12.2, and Section 12.3 of the South Coast AQMD's CEQA Air Quality Handbook (1993). The Project's consistency with these criteria is discussed below.

Consistency Criterion No. 1: The Project will not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.

Construction Impacts – Consistency Criterion 1

The violations that Consistency Criterion No. 1 refer to are the California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS). CAAQS and NAAQS violations could occur if regional or localized significance thresholds are exceeded. As evaluated under Air Quality Threshold b, below, the Project's regional and localized construction source emissions would not exceed applicable regional significance threshold or LST thresholds. As such, impacts would be less than significant.

Operational Impacts – Consistency Criterion 1

As evaluated under Air Quality Threshold b, below, the Project would not exceed the applicable regional significance thresholds or LST thresholds for operational activity. Therefore, the Project would not conflict with the AQMP according to this criterion. Based on the preceding discussion, the Project is determined to be consistent with the first criterion.

Consistency Criterion No. 2: The Project will not exceed the assumptions in the AQMP based on the years of Project build-out phase.

The 2016 AQMP demonstrates that the applicable ambient air quality standards can be achieved within the timeframes required under federal law. Growth projections from local general plans adopted by cities in the district are provided to the SCAG, which develops regional growth forecasts, which are then used to develop future air quality forecasts for the AQMP. Development consistent with the growth projections in City of Ontario Policy Plan is considered to be consistent with the AQMP.

Construction Impacts – Consistency Criterion 2

Peak day air pollutant emissions generated by construction activities are largely independent of land use assignments, but rather are a function of development scope and maximum area of disturbance. Irrespective of the site's land use designation, redevelopment of the site to its maximum potential would likely occur, with disturbance of the entire site occurring during construction activities. As such, when considering that no emissions thresholds will be exceeded as discussed in Air Quality Threshold b), below, a less than significant impact would result.

Operational Impacts – Consistency Criterion 2

The Project is designated for Industrial uses within the Ontario Policy Plan. The Project site is designated for Industrial uses. The Industrial 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. This designation also accommodates activities that could potentially generate impacts, such as noise, dust, and other nuisances. The Project is reasonably projected to consist of up to approximately 285,932 s.f. of high-cube fulfillment warehouse use (85% of total square footage) and approximately 50,459 s.f. of high-cube cold storage use (15% of total square footage) for a total of approximately 336,390 s.f. which is consistent with the proposed Industrial designation and therefore, the Project does not propose or require amendment of the site's underlying land use designation.

Furthermore, the Project, as evaluated herein would not result in or cause exceedances of regional or localized air quality significance thresholds as discussed in Air Quality Threshold c), below. Emissions generated by the Project are accurately represented in the AQMP emissions

modeling, air pollution control strategies, and associated assumptions for emissions affecting the SCAB.

On the basis of the preceding discussion, the Project would not exceed the assumptions in the AQMP based on the years of Project build-out phase. The Project is therefore determined to be consistent with the second criterion.

AQMP Consistency Conclusion

The Project would not have the potential to result in or cause NAAQS or CAAQS violations. Additionally, Project construction and operational-source emissions would not exceed the regional or localized significance thresholds. The Project is therefore considered to be consistent with the AQMP. (Urban Crossroads, 2022a)

Mitigation: None required.

b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Discussion of Effects: The Project would contribute to local and regional air pollutant emissions during its construction (short-term) and operation (long-term). However, as discussed below, Project construction and operation would not result in exceedances of South Coast AQMD daily thresholds for Project-specific impacts that could subsequently cause cumulatively considerable increases in emissions of pollutants for which the SCAB is designated as non-attainment.

Construction Impacts

The Project's construction is anticipated to take approximately 12 months. During this time, a variety of heavy-duty diesel-powered vehicles and equipment would be operated on-site. Demolition of the existing structures on-site would require an excavator, a loader, bulldozer, or another similar grading vehicle. Grading for the Project would require similar vehicles, as well as a grader. During the demolition and excavation phases, haul trucks would be utilized to transport demolished materials.

On May 2022, the South Coast AQMD in conjunction with the California Air Pollution Control Officers Association and other California air districts, released the latest version of the California Emissions Estimator Model (CalEEMod) Version 2022.1. The purpose of this model is to calculate construction-source and operational-source criteria pollutant (VOCs, NO_X, SO_X, CO, PM_{10}, and $PM_{2.5}$) and quantify applicable air quality reductions. The two most pertinent regulatory requirements that apply to the proposed Project during construction and required by South Coast AQMD Rules include Rule 403 (Fugitive Dust) and Rule 1113 (Architectural Coatings). Rule 403 prevents and reduces fugitive dust emissions by requiring best available control measures to be applied during earth moving and grading activities. Rule 1113 limits the VOC content of architectural coatings. Credit for Rules 403 and 1113 have been taken in the analysis.

Accordingly, the Project's daily regional emissions and localized emissions from construction have been estimated using South Coast AQMD's CalEEMod 2022.1 model, as shown in Table 3-2, *Regional Threshold Summary of Construction*, and Table 3-3, *LST Summary of Construction*. As shown in Table 3-2, Project construction-source emissions would not exceed the regional numerical thresholds of significance established by the South Coast AQMD for any criteria

pollutant and impacts would be less than significant. Additionally, as shown in Table 3-3, the Project's construction-source emissions would not exceed the localized thresholds for each air pollutant established by the South Coast AQMD. The Project's unmitigated construction emissions would not exceed South Coast AQMD's LSTs for NO_x, CO, PM_{10}, or $PM_{2.5}$. Therefore, the Project's construction emission impacts would be less than significant.

Table 3-2 Regional Threshold Summary of Construction

Year	Emissions (lbs/day)					
	VOC	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Summer						
2023	17.50	54.00	97.20	0.18	12.80	5.50
2024	n/a	n/a	n/a	n/a	n/a	n/a
Winter						
2023	17.50	22.10	45.70	0.06	5.00	1.25
2024	57.50	29.30	52.60	0.07	2.80	0.89
Maximum Daily Emissions	**57.50**	**54.00**	**97.20**	**0.18**	**12.80**	**5.50**
South Coast AQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**

Source: (Urban Crossroads, 2022a, Table 3-5)

Table 3-3 LST Summary of Construction

Construction Activity	Year	Scenario	Emissions (lbs/day)			
			NO_X	**CO**	**PM_{10}**	**$PM_{2.5}$**
Demolition/ Crushing	2023	Summer	12.30	42.20	3.90	0.93
		Winter	12.30	42.20	3.90	0.93
		Maximum Daily Emissions	**12.30**	**42.20**	**3.90**	**0.93**
		South Coast AQMD Localized Threshold	118	863	8	5
		Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**
Site Preparation	2023	Summer	15.70	30.00	5.76	2.79
		Winter	n/a	n/a	n/a	n/a
		Maximum Daily Emissions	**15.70**	**30.00**	**5.76**	**2.79**
		South Coast AQMD Localized Threshold	220	1,713	19	8
		Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**
Grading	2023	Summer	32.70	59.60	5.22	2.21
		Winter	n/a	n/a	n/a	n/a
		Maximum Daily Emissions	**32.70**	**59.60**	**5.22**	**2.21**

Construction Activity	Year	Scenario	Emissions (lbs/day)			
			NO_X	CO	PM_{10}	$PM_{2.5}$
		South Coast AQMD Localized Threshold	270	2,193	27	10
		Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**

Source: (Urban Crossroads, 2022a, Table 3-12)

Operational Impacts

Under existing conditions, the Project site is developed with industrial uses consisting of transloading of plastics and paper, construction yard, drayage, warehousing/distribution, storage, tow yard, and a brewery. The estimated operation-source emissions from the existing development are shown in Table 3-4, *Existing Emissions*.

Table 3-4 Existing Emissions

Source	Emissions (lbs/day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Summer						
Mobile Source	7.02	8.60E-04	0.09	1.00E-05	3.40E-04	3.40E-04
Area Source	7.83E-03	0.07	0.06	4.30E-04	5.41E-03	5.41E-03
Energy Source	0.40	0.31	4.32	9.53E-03	1.05	0.28
Total Maximum Daily Emissions	**7.43**	**0.38**	**4.48**	**9.97E-03**	**1.06**	**0.29**
Winter						
Mobile Source	7.02	8.60E-04	0.09	1.00E-05	3.40E-04	3.40E-04
Area Source	7.83E-03	0.07	0.06	4.30E-04	5.41E-03	5.41E-03
Energy Source	0.40	0.34	4.19	9.09E-03	1.05	0.28
Total Maximum Daily Emissions	**7.43**	**0.41**	**4.35**	**9.53E-03**	**1.06**	**0.29**

Source: (Urban Crossroads, 2022a, Table 3-8)

Emissions associated with the Project's operation were calculated using CalEEMod 2022.1. The Project's daily regional emissions and localized emissions from operation are shown in Table 3-5, *Summary of Peak Operational Emissions*, and Table 3-6, *LST Summary of Operations*, respectively. It should be noted that for Table 3-5 the existing development emissions were subtracted from the Project's operational emission to determine the new emissions from the Project. As shown in Table 3-5, the Project's daily regional emissions will not exceed any threshold of significance for any criteria pollutants and impacts would be less than significant even if the existing development emissions were not subtracted from the Project's operational emissions. Additionally, as shown in Table 3-6, the Project would not introduce any new major sources of air pollution and emissions would not exceed South Coast AQMD's localized significance thresholds for NO_X, CO, PM_{10}, or $PM_{2.5}$ and impacts would be less than significant.

Table 3-5 Summary of Peak Operational Emissions

Source	Emissions (lbs/day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Summer						
Mobile Source	6.65	11.02	32.22	0.12	3.34	0.77
Area Source	10.52	0.12	14.59	0.00	0.02	0.02
Energy Source	0.00	0.00	0.00	0.00	0.00	0.00
TRU Source	1.43	1.58	0.17	<0.005	0.07	0.06
On-Site Equipment Source	0.23	0.75	32.89	0.00	0.06	0.05
Project Maximum Daily Emissions	**18.83**	**13.47**	**79.87**	**0.12**	**3.49**	**0.91**
Existing	*1.61*	*4.92*	*8.45*	*0.05*	*1.11*	*0.33*
Total Maximum Daily Emissions	**17.22**	**8.55**	**71.42**	**0.07**	**2.38**	**0.58**
South Coast AQMD Regional Threshold	*55*	*55*	*550*	150	150	*55*
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**
Winter						
Mobile Source	6.50	11.59	27.20	0.12	3.34	0.77
Area Source	8.12	0.00	0.00	0.00	0.00	0.00
Energy Source	0.00	0.00	0.00	0.00	0.00	0.00
TRU Source	1.43	1.58	0.17	<0.005	0.07	0.06
On-Site Equipment Source	0.23	0.75	32.89	0.00	0.06	0.05
Project Maximum Daily Emissions	**16.28**	**13.92**	**60.26**	**0.12**	**3.47**	**0.89**
Existing	*1.57*	*5.12*	*7.48*	*0.05*	*1.11*	*0.33*
Total Maximum Daily Emissions	**14.71**	**8.80**	**52.78**	**0.07**	**2.36**	**0.56**
South Coast AQMD Regional Threshold	*55*	*55*	*550*	150	150	*55*
Project Maximum Daily Emissions	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**

Source: (Urban Crossroads, 2022a, Table 3-9)

Table 3-6 LST Summary of Operations

Scenario	Emissions (lbs/day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Summer	2.04	3.27	0.09	0.07
Winter	3.36	5.13	0.16	0.09
Maximum Daily Emissions	**3.36**	**5.13**	**0.16**	**0.09**
South Coast AQMD Localized Threshold	270	2,193	7	2

Scenario	Emissions (lbs/day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**

Source: (Urban Crossroads, 2022a, Table 3-14)

Mitigation: None required.

c. Expose sensitive receptors to substantial pollutant concentrations?

Discussion of Effects: Some people are especially sensitive to air pollution. These groups of people include children, the elderly, individuals with pre-existing respiratory or cardiovascular illness, and athletes who engage in frequent exercise. Structures that house these persons or place where they gather to exercise are defined as sensitive receptors. All distances are measured from the Project site boundary to the outdoor living areas (e.g., backyards) or at the building façade, whichever is closer to the Project site. The receptor locations are described below:

- R1: Location R1 represents existing residence at 131 South Malcolm Avenue, approximately 316 feet northwest of the Project site. R1 is placed in the private outdoor living areas (backyard) facing the Project site.

- R2: Location R2 represents the existing residence at 756 East Emporia Street, approximately 107 feet north of the Project site. R2 is placed in the private outdoor living areas (backyard) facing the Project site.

- R3: Location R3 represents the existing residence at 125 South Bon View Avenue, approximately 215 feet northeast of the Project site. Since there are no private outdoor living areas (backyards) facing the Project site, receptor R3 is placed at the building façade.

- R4: Location R4 represents the existing residence at 738 East Ontario Boulevard, approximately 243 feet south of the Project site. Since there are no private outdoor living areas (backyards) facing the Project site, receptor R4 is placed at the building façade.

- R5: Location R5 represents the existing residence at 692 East State Street, approximately 224 feet southwest of the Project site. Since there are no private outdoor living areas (backyards) facing the Project site, receptor R5 is placed at the building façade.

- R6: Location R6 Marin's Auto Electric service at 313 South Bon View Avenue, approximately 78 feet east of the Project site.

- R7: Location R7 represents the existing residence at 842 East Emporia Street, approximately 108 feet north of the Project site. R2 is placed in the private outdoor living areas (backyard) facing the Project site.

Construction Emissions

As discussed under the Air Quality Threshold b, the Project's construction emissions would not exceed South Coast AQMD's regional significance thresholds or LSTs. Therefore, the nearby sensitive receptors would not be exposed to substantial pollutant concentrations that would present a public health concern.

Construction activity is assumed to take place over the entire Project site. Therefore, the land use with the greatest potential exposure to Project construction-source DPM emissions is Location R7 which is located approximately 108 feet north of the Project site at an existing residence located at 842 East Emporia Street. R7 is placed in the private outdoor living areas (backyard) facing the Project site. At the maximally exposed individual receptor (MEIR), the maximum incremental cancer risk attributable to Project construction-source DPM emissions is estimated at 2.07 in one million, which is less than the South Coast AQMD's significance threshold of 10 in one million. At this same location, non-cancer risks were estimated to be <0.01, which would not exceed the applicable threshold of 1.0. As such, the Project will not cause a significant human health or cancer risk to adjacent land uses as a result of Project construction activity. All other receptors during construction activity would experience less risk than what is identified for this location. (Urban Crossroads, 2022b)

Operational Emissions

As discussed under the Air Quality Threshold b, the Project's operational emissions would not exceed South Coast AQMD regional significance thresholds or LST. Under Project conditions, the primary toxic TAC that would be generated by Project operational activities is DPM.

Residential Exposure

As shown in Figure 3, *Site Plan*, the proposed truck trailer loading dock area is located at the southern end of the Project site. Therefore, the residential land use with the greatest potential exposure to Project operational-source DPM emissions is Location R4 which is located approximately 243 feet south of the Project site at an existing residence located at 738 East Ontario Boulevard. Since there are no private outdoor living areas (backyards) facing the Project site, receptor R4 is placed at the building façade facing the Project site. At the MEIR, the maximum incremental cancer risk attributable to Project operational-source DPM emissions is estimated at 1.05 in one million, which is less than the South Coast AQMD's significance threshold of 10 in one million. At this same location, non-cancer risks were estimated to be <0.01, which would not exceed the applicable significance threshold of 1.0. Because all other modeled residential receptors are exposed to lesser concentrations and are located at a greater distance from the Project site than the MEIR analyzed herein, and TACs generally dissipates with distance from the source, all other residential receptors in the vicinity of the Project site would be exposed to less emissions and therefore less risk than the MEIR identified herein. As such, the Project will not cause a significant human health or cancer risk to nearby residences. (Urban Crossroads, 2022b)

Worker Exposure

The worker receptor land use with the greatest potential exposure to Project operational-source DPM emissions is Location R6, which represents the adjacent potential worker receptor approximately 78 feet east of the Project site. At the maximally exposed individual worker (MEIW), the maximum incremental cancer risk impact is 0.15 in one million which is less than the SCAQMD's threshold of 10 in one million. Maximum non-cancer risks at this same location were estimated to be <0.01, which would not exceed the applicable significance threshold of 1.0. Because all other modeled worker receptors are located at a greater distance than the MEIW analyzed herein, and DPM dissipates with distance from the source, all other worker receptors in the vicinity of the Project would be exposed to less emissions and therefore less risk than the MEIW identified herein. As such, the Project will not cause a significant human health or cancer risk to adjacent workers. (Urban Crossroads, 2022b)

School Child Exposure

Proximity to sources of toxics is critical to determining health-related impacts. In traffic-related studies, the additional non-cancer health risk attributable to proximity was seen within 1,000 feet and was strongest within 300 feet. California freeway studies show about a 70-percent drop-off in particulate pollution levels at 500 feet. Based on California Air Resources Board (CARB) and South Coast AQMD emissions and modeling analyses, an 80-percent drop-off in pollutant concentrations is expected at approximately 1,000 feet from a distribution center. The 1,000-foot evaluation distance is supported by research-based findings concerning TAC emission dispersion rates from roadways and large sources showing that emissions diminish substantially between 500 and 1,000 feet from emission sources.

A one-quarter mile radius, or 1,320 feet, is commonly utilized for identifying sensitive receptors, such as schools, that may be measurably impacted by a proposed project like the proposed Project. This radius is more robust than, and therefore provides a more health protective scenario for evaluation than the 1,000-foot impact radius identified above.

There are no schools within ¼ mile of the Project site. The nearest school is Lincoln Elementary School, which is located approximately 1,995 feet northeast of the Project site. Because there is no reasonable potential that TAC emissions would cause significant health impacts at distances of more than ¼ mile from the air pollution source, there would be no significant impacts that would occur to any schools in the vicinity of the Project. (Urban Crossroads, 2022b)

<u>CO Hotspots</u>

An adverse CO concentration, known as a "hotspot," would occur if an exceedance of the State one-hour standard of 20 parts per million (ppm) or the 8-hour standard of 9 ppm were to occur. It has long been recognized that CO hotspots are caused by vehicular emissions, primarily when idling at congested intersections. In response, vehicle emissions standards have become increasingly stringent in the last 20 years. Currently, the allowable CO emissions standard in California is a maximum of 3.4 grams/mile for passenger cars (there are requirements for certain vehicles that are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of increasingly sophisticated and efficient emissions control technologies, CO concentration in the SCAB is now designated as attainment.

Due to the relatively small size of the Project, the Project does not have the potential to generate the volume of traffic required to generate a CO "hotspot. Therefore, CO "hotspots" are not an environmental concern for the Project and no impacts would occur. (Urban Crossroads, 2022a)

<u>Basin-Wide Human Health</u>

In December 2018, in the case of Sierra Club v. County of Fresno (2018) 6 Cal.5th 502, the California Supreme Court held that an Environmental Impact Report's (EIR) air quality analysis must meaningfully connect the identified air quality impacts to the human health consequences of those impacts, or meaningfully explain why that analysis cannot be provided. As noted in the Brief of Amicus Curiae by the South Coast AQMD in this case (which is incorporated into the technical report), South Coast AQMD has among the most sophisticated air quality modeling and health impact evaluation capability of any of the air districts in the State, and thus it is uniquely situated to express an opinion on how lead agencies should correlate air quality impacts with specific health outcomes.

The South Coast AQMD discusses that it is infeasible to quantify health risks caused by projects similar to the Project, due to many factors. It is necessary to have data regarding the sources and types of air toxic contaminants, location of emission points, velocity of emissions, the meteorology and topography of the area, and the location of receptors (worker and residence). Even where a health risk assessment can be prepared, however, the resulting maximum health risk value is only a calculation of risk--it does not necessarily mean anyone will contract cancer because of the Project.

The LST analysis above determined that the Project would not result in emissions exceeding South Coast AQMD's LSTs. Therefore, the Project would not be expected to exceed the most stringent applicable federal or state ambient air quality standards for emissions of CO, NO_X, PM_{10}, and $PM_{2.5}$. As the Project's emissions will comply with federal, state, and local air quality standards, the Project's emissions are not sufficiently high enough to use a regional modeling program to correlate health effects on a basin-wide level and would not provide a reliable indicator of health effects if modeled. (Urban Crossroads, 2022a)

Mitigation: None required.

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

Discussion of Effects: Land uses generally associated with odor complains include: agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting operations, refineries, landfills, dairies, and fiberglass molding facilities. The Project does not contain land uses typically associated with emitting objectionable odors. Potential odor sources associated with the Project may result from construction equipment exhaust and the application of concrete and architectural coatings during construction activities and the temporary storage of typical solid waste (refuse) associated with the Project's (long-term operational) uses. Standard construction requirements would minimize odor impacts from construction. The construction odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction and is thus considered less than significant. It is expected that Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the City's solid waste regulations. The Project would also be required to comply with South Coast AQMD Rule 402 to prevent occurrences of public nuisances. Therefore, odors associated with the Project construction and operations would be less than significant and no mitigation is required.

Mitigation: None required.

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 Game or U.S. Fish and Wildlife Service?

Discussion of Effects: The Project site is currently developed with industrial uses including transloading of plastics and paper, construction yard, drayage, warehousing/distribution, storage, tow yard, and brewery. The Project site is in an urbanized and industrialized area in the City of Ontario and vegetation onsite is limited to ornamental species. The Project site is located within an area that has not been identified as containing species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations or by the California

Department of Fish and Game or the U.S. Fish and Wildlife Service. As a part of the Project, existing vegetation within the Project site would be removed and replaced with a variety of trees and ornamental vegetation. The replacement of on-site vegetation and trees would not have a substantial adverse effect on candidate, sensitive or special-status species, as defined by the California Department of Fish and Wildlife (CDFW) or the United States Fish and Wildlife Services (USFWS). Therefore, no adverse impacts are anticipated.

Mitigation: None required.

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 Game or U.S. Fish and Wildlife Service?

Discussion of Effects: The Project site is currently developed with industrial uses and is in a highly urbanized and industrialized area in the City. The Project site does not contain any riparian habitat or other sensitive natural community identified by the Department of Fish & Game or Fish & Wildlife Service (USFWS, 2020). Therefore, no adverse environmental impacts are anticipated.

Mitigation: None required.

c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Discussion of Effects: No wetland habitat is present on site (USFWS, 2020). Therefore, Project implementation would have no impact on these resources.

Mitigation: None required.

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: No surface water bodies; streams or waterways occur on the Project site. The Project site does not provide nursery sites for wildlife, nor is it conducive to function as a corridor for migratory wildlife. There are a limited number of ornamental trees on site that would be removed and replaced with new trees and landscaping. The Migratory Bird Treaty Act of 1918 (MBTA) implements the United States' commitment to four treaties with Canada, Japan, Mexico, and Russia for the protection of shared migratory bird resources. Nesting migratory birds are protected under the MBTA (United States Code, Title 16, Sections 703–712) and California Fish and Game Code Sections 3503 et seq. Compliance with federal MBTA and California Fish and Game Code would eliminate any potential impacts. Therefore, the Project would not interfere with the movement of any native resident or migratory species or impede the use of native wildlife nursery sites. Therefore, no adverse environmental impacts are anticipated.

Mitigation: None required.

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

Discussion of Effects: Section 10-2 of the Ontario Municipal Code addresses tree protection, maintenance, and replacement policies for trees within the City's parkways and rights-

of-way. Additionally, the City has published landscaped guidelines that must be followed when developing new or existing sites. According to the Tree Survey and Arborist Report prepared by Golden State Land & Tree Assessment (GSL&T), Included as Technical Appendix B, there are a total of 43 trees within the Project site and due to the inadequate maintenance and senescence, 28 trees show signs of disease, lack adequate vigor, or show poor growth form necessitating removal. No trees on site are native nor had any special designation or status (GSL&T, 2022). All existing trees within the site will be removed as part of the Project. In accordance with the landscaping guidelines, the Project would replant two new trees for each tree that is removed. As shown in Figure 6, *Landscape Plan*, a total of 259 trees would be planted. Therefore, the Project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, and impacts would be less than significant.

Mitigation: None required.

f. Conflict with the provisions of an adopted Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or other approved local, regional, or state habitat conservation plan?

Discussion of Effects: The Project site is not part of an adopted HCP, NCCP or other approved habitat conservation plan (CDFW, 2019). As a result, no adverse environmental impacts are anticipated.

Mitigation: None required.

5. CULTURAL RESOURCES. Would the project:

a. Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?

Discussion of Effects: A project-related significant adverse effect would occur if a project were to adversely affect a historical resource meeting one of the definitions listed below. CEQA Guidelines Section 15064.5 defines historic resources as resources listed or determined to be eligible for listing by the Historic Resources Commission, a local register of historic resources, or the lead agency. Generally, a resource is considered "historically significant" if it meets 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 to 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.

The Project proposes demolition of buildings that were constructed more than 50 years ago. According to the Historic Structure Assessment for the Project, included as Technical Appendix C.1, there are four historic period structures within the Project site. The 745 East State Street building was constructed in the southwest corner of the lot around 1913; the 235 South Campus Avenue building was constructed in 1926; the 810 East Main Street building was

constructed between 1949 and 1959; and the 825 East State Street building was built between 1960 and 1966. The buildings were evaluated to determine whether they are eligible for listing on the California Register of Historical Resources (CRHR). Of the seven aspects of integrity, the 235 South Campus Avenue, 745 East State Street, and 810 East Main Street buildings were determined to retain only integrity of location. The 825 East State Street building was determined to retain integrity of location, design, and materials. Moreover, the four buildings at 235 South Campus Avenue, 745 East State Street, 810 East Main Street, and 825 East State Street have been determined to be not historically or architecturally significant due to a lack of association with any significant persons or events and not being representative examples of any specific architectural style, period, or region (BFSA, 2022a). Therefore, the Project would not cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5, and no impacts would occur.

Mitigation: None required.

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

Discussion of Effects: An archaeological records search, included as Technical Appendix C.2, with data from the South-Central Coastal Information Center at California State University, Fullerton was conducted for the Project which encompassed an area of one-half mile surrounding the Project site. Based on the results of the records search, no resources were recorded in the Project site and six resources have been recorded within one-half mile of the Project site. The resources include historic period railroad tracks, historic period residential and commercial buildings, and the Euclid Avenue Railroad Grade Separation Properties. The records search results also indicate that eight previous studies have been conducted within one-half mile of the Project site, one of which included the Project site and did not identify any cultural resources. (BFSA, 2022b)

While no adverse impacts to archeological resources are anticipated at this site due to its urbanized nature and extent of prior ground disturbance, the presence of previously undiscovered subsurface archaeological resources on the Project site remains possible, and these resources could be affected by ground-disturbing activities associated with grading and construction at the site. As a result, impacts to archaeological resources are considered potentially significant and mitigation measures are required to ensure the proper treatment of significant archaeological resources should they be encountered during ground-disturbing construction activities in native soil.

Mitigation: Prior to issuance of any permits allowing ground-disturbing activities in native soil, the City of Ontario shall ensure that an archeologist who meets the Secretary of the Interior's Standards for professional archaeology has been retained for the project and will be on-call during all grading and other substantive ground-disturbing activities. The Qualified Archaeologist shall ensure that the following measures are followed for the project:

- Prior to any ground disturbance, a Qualified Archaeologist, or their designee, shall provide worker environmental awareness protection training to construction personnel regarding regulatory requirements for the protection of archaeological resources. As part of this training, construction personnel shall be briefed on proper procedures to follow should a suspected archaeological resource be encountered during construction.

- In the event that a suspected archaeological resource is encountered during any

phase of project construction, all construction work within 50 feet (15 meters) of the find shall cease and the Qualified Archaeologist shall assess the find for importance. Construction activities may continue in other areas. If the discovery is determined to not be important by the Qualified Archaeologist, work will be permitted to continue in the area.

- If a find is determined to be important by the Qualified Archaeologist, additional investigation would be required, or the find can be preserved in place as recommended by the Qualified Archaeologist and construction may be allowed to proceed.

- Additional investigation work would include scientific recording and excavation of the important portion of the find.

- If excavation of a find occurs, the Qualified Archaeologist shall draft a report within 60 days of conclusion of excavation that identifies the find and summarizes the analysis conducted. The completed report shall be approved by the City's Planning Director and filed with the County and with the South-Central Coastal Information Center at California State University, Fullerton.

- Excavated finds shall be curated at a repository determined by the Qualified Archaeologist and approved by the City.

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

Discussion of Effects: The Project is in an area that has been previously disturbed by development. The possibility of uncovering human remains during Project-related grading activities is remote due to fact that the previous development of the site has substantially disturbed the subsurface of the site. Thus, human remains are not expected to be encountered during any construction activities. However, in the unlikely event that human remains are discovered, existing regulations, including the California Public Resources Code Section 5097.98 and California Health and Safety Code Section 7050.5, would afford protection for human remains discovered during redevelopment activities including but not limited to demolition, site preparation and grading, infrastructure installation, and other ground-disturbing activities. Furthermore, standard conditions have been imposed on the Project that in the event of unanticipated discoveries of human remains are identified during excavation and construction activities, the area shall not be disturbed until any required investigation is completed by the County Coroner and/or Native American consultation has been completed, if deemed applicable. Mandatory compliance with these requirements would ensure that no impacts associated with the discovery of human remains would occur.

Mitigation: None required.

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?

Discussion of Effects: The analysis in this section is based on the East State Street Energy Analysis (Energy Analysis), prepared by Urban Crossroads dated June 20, 2022. This report is provided in its entirety as Appendix D to this IS/MND.

Project Construction

During Project construction, energy would be consumed in the form of electricity associated with the conveyance of water used for dust control and, on a limited basis, power lights, electronic equipment, or other construction activities necessitating electrical power. As discussed below, construction activities including the construction of the new building, typically do not involve the consumption of natural gas. Project construction would consume energy in the form of petroleum-based fuels associated with the use of off-road construction vehicles and equipment on the Project site, construction worker travel to and from the Project site, and delivery and haul truck trips.

The Project's total electricity usage during construction, is calculated to be approximately 156,782 kilowatt hours (kWh). Construction equipment used by the Project would result in consumption of approximately 79,006 gallons of diesel fuel. Construction equipment use of fuel would not be atypical for the type of construction proposed because there are no aspects of the Project's proposed construction process that are unusual or energy-intensive, and Project construction equipment would conform to the applicable California Air Resources Board (CARB) emissions standards, acting to promote equipment fuel efficiencies. CCR Title 13, Title 13, Motor Vehicles, section 2449(d)(3) Idling, limits idling times of construction vehicles to no more than 5 minutes, thereby precluding unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. Enforcement of idling limitations is realized through periodic site inspections conducted by City building officials.

Construction worker trips for full construction of the Project would result in the estimated fuel consumption of 18,624 gallons of fuel. Additionally, fuel consumption from construction vendor trips (Medium-Heavy Duty Trucks [MHDT] and Heavy-Heavy Duty Trucks [HHDT]) will total approximately 10,486 gallons. City and regional commercial vendors would supply diesel fuel. Indirectly, construction energy efficiencies and energy conservation would be achieved using bulk purchases, transport and use of construction materials. The 2019 Integrated Energy Policy Report (IEPR) released by the California Energy Commission (CEC) has shown that fuel efficiencies are getting better within on and off-road vehicle engines due to more stringent government requirements. As supported by the preceding discussions, the Project's temporary construction energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary (Urban Crossroads, 2022c).

Project Operation

Transportation Energy Demands

Transportation energy demand is a function of the total VMT and estimated fuel economies of vehicles accessing the Project site. With respect to estimated VMT, and based on the trip frequency and trip length, the Project would generate an estimated 1,913,548 annual VMT along area roadways for all vehicles and approximately 124,679 gallons of fuel will be consumed from the Project generated vehicle trips. Current and future commercial vendors would provide fuel. Trip generation and VMT generated by the Project are consistent with other industrial uses of similar scale and configuration and CalEEMod. That is, the Project does not propose uses or operations that would inherently result in excessive and wasteful vehicle trips and VMT, nor associated excess and wasteful vehicle energy consumption.

Enhanced fuel economies realized pursuant to federal and state regulatory actions, and related transition of vehicles to alternative energy sources (e.g., electricity, natural gas, biofuels, hydrogen cells) would likely decrease future gasoline fuel demands per VMT. Location of the

Project proximate to regional and local roadway systems tends to reduce VMT within the region, acting to reduce regional vehicle energy demands. In compliance with the California Green Building Standards Code, the Project would promote the use of bicycles as an alternative mean of transportation by providing short-term and/or long-term bicycle parking accommodations. Project transportation energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary and impacts would be less than significant (Urban Crossroads, 2022c).

Facility Energy Demands

The Project site existing energy demands are estimated at: 3,894,805 kilo-British thermal units per year (kBTU/year) of natural gas and 240,495 kWh/year of electricity. It should be noted that the existing development demands were subtracted from the Project demands to determine the net facility energy demands from the proposed Project. Therefore, the Project would result in a net decrease of 3,894,805 kBTU/year of natural gas and a net increase of 2,244,420 kWh/year of electricity. The Project proposes conventional industrial uses reflecting contemporary energy efficient/energy conserving designs and operational programs. Uses proposed by the Project are not inherently energy intensive, and the Project energy demands in total would be comparable to, or less than, other projects of similar scale and configuration.

The Project would not use any natural gas, so construction of the proposed Project would result in less natural gas demand as compared to the existing uses. Therefore, the existing natural gas usage is 3,894,805 kBTU/year more than the proposed Project. It should be noted that though there is an increase in electricity demand, the Project would not use natural gas, and on this basis, the Project would decrease overall reliance natural gas and increases reliance on renewable energy sources compared to the energy demands of the existing use.

, The Project's building roof will be solar-ready. Solar panels are not currently proposed at this time because the building user and the user's power needs are not currently known. Also, EV charging stations will be installed to promote electric vehicle use. Other energy-saving and sustainable design features and operational programs would be incorporated into the Project, including those required by the California Green Building Standards Code (CALGreen; CCR, Title 24, Part 11). The Project would also incorporate design features and attributes promoting energy efficiency and sustainability. The Project would include 23 electric vehicle (EV) standard parking stalls, 1 EV standard accessible parking stall, 1 EV van accessible parking stall, 1 EV ambulatory parking stall, 5 clean air/van pool parking stalls. Additionally, the Project will be required to comply with the applicable Title 24 standards which will further ensure that the Project energy demands would not be inefficient, wasteful, or otherwise unnecessary and impacts would be less than significant (Urban Crossroads, 2022c).

Mitigation: None required,

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

Discussion of Effects: The Project's consistency with the applicable state and local plans is discussed below.

Consistency with Intermodal Surface Transportation Efficiency Act (ISTEA)

Transportation and access to the Project site is provided by the local and regional roadway systems. The Project would not interfere with, nor otherwise obstruct intermodal transportation plans or projects that may be realized pursuant to the ISTEA because Southern California Association of Governments is not planning for intermodal facilities on or through the

Project site.

Consistency with Transportation Equity Act for the 21st Century (TEA-21)

The Project site is located along major transportation corridors with proximate access to the Interstate freeway system. The site selected for the Project facilitates access, acts to reduce vehicle miles traveled, takes advantage of existing infrastructure systems, and promotes land use compatibilities through collocation of similar uses. The Project supports the strong planning processes emphasized under TEA-21. The Project is therefore consistent with, and would not otherwise interfere with, nor obstruct implementation of TEA-21.

Consistency with Integrated Energy Policy Report (IEPR)

Electricity would be provided to the Project by SCE. SCE's *Clean Power and Electrification Pathway* (CPEP) white paper builds on existing state programs and policies. As such, the Project is consistent with, and would not otherwise interfere with, nor obstruct implementation the goals presented in the 2021 IEPR.

Additionally, the Project will comply with the applicable Title 24 standards which would ensure that the Project energy demands would not be inefficient, wasteful, or otherwise unnecessary. As such, redevelopment of the Project would support the goals presented in the 2020 IEPR.

Consistency with State of California Energy Plan

The Project site is located along major transportation corridors with proximate access to the Interstate freeway system. The site selected for the Project facilitates access and takes advantage of existing infrastructure systems. The Project therefore supports urban design and planning processes identified under the State of California Energy Plan, is consistent with, and would not otherwise interfere with, nor obstruct implementation of the State of California Energy Plan.

Consistency with California Code Title 24, Part 6, Energy Efficiency Standards

The 2022 version of Title 24 was adopted by the CEC and will become effective on January 1, 2023. As the Project building construction is anticipated in 2023, it is presumed that the Project would be required to comply with the Title 24 standards in place at that time. Therefore, the Project is would not result in a significant impact on energy resources. The proposed Project would be subject to Title 24 standards.

Consistency with California Code Title 24, Part 11, CALGreen

CCR, Title 24, Part 11: CALGreen is a comprehensive and uniform regulatory code for all residential, commercial, and school buildings that went in effect on January 1, 2009, and is administered by the California Building Standards Commission. CALGreen is updated on a regular basis, with the most recent approved update consisting of the 2019 California Green Building Code Standards that became effective January 1, 2020[1]. The proposed Project would be subject to CALGreen standards.

[1] At the time of this study, the 2019 California Green Building Standard Code was the most recent and available edition. The 2022 California Green Building Standard Code will be published July 1, 2022, with an anticipated effective date of January 1, 2023. As construction of the Project is anticipated to be completed in 2024, it is presumed that the Project would be required to comply with the Title 24 standards in place at that time.

Consistency with AB 1493

AB 1493 is not applicable to the Project as it is a statewide measure establishing vehicle emissions standards. No feature of the Project would interfere with implementation of the requirements under AB 1493.

Consistency with California's Renewable Portfolio Standard (RPS)

California's RPS is not applicable to the Project as it is a statewide measure that establishes a renewable energy mix. No feature of the Project would interfere with implementation of the requirements under RPS.

Consistency with SB 350

The Project would use energy from SCE, which have committed to diversifying their portfolio of energy sources by increasing energy from wind and solar sources. No feature of the Project would interfere with implementation of SB 350. Additionally, the Project would be designed and constructed to implement the energy efficiency measures for new industrial developments and would include several measures designed to reduce energy consumption.

As shown above, the Project would not conflict with any of the state or local plans. As such, a less than significant impact is expected.

Mitigation: None required.

7. GEOLOGY & SOILS. Would the project:

a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:

i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

Discussion of Effects: Ground rupture is the visible offset of the ground surface when an earthquake rupture along a fault affects the Earth's surface. Southern California, including the City of Ontario, is subject to the effects of seismic activity due to the active faults that traverse the area. Active faults are defined as those that have experienced surface displacement within Holocene time (approximately the last 11,000 years) and/or are in a State-designated Alquist-Priolo Earthquake Fault Zone. According to the Project-specific Geotechnical Investigation, included as Appendix E, the Project site is not located with an Alquist-Priolo Earthquake Fault Zone. (SoCal Geo, 2021) Fault rupture would not occur on the Project site since no active faults cross the Project site. Therefore, no adverse impacts are anticipated.

Mitigation: None required.

ii. Strong seismic ground shaking?

Discussion of Effects: Southern California is a seismically active area and properties in the City of Ontario, including the Project site, are subject to periodic ground shaking and other effects from earthquake activity along nearby regional faults. The Project site is not at an

increased risk relative to the surrounding areas. Project-related structures and buildings would be required to be designed and built-in compliance with the California Building Code (CBC [California Code of Regulations, Title 24, Part 2]), which contains provisions for earthquake safety based on factors including occupancy type, the types of soil and rock onsite, and the probable strength of ground motion, the Ontario Municipal Code, the Ontario Plan, and all other ordinances adopted by the City related to construction and safety. Therefore, as structures would be designed to meet or exceed CBC standards for earthquake resistance, redevelopment of the Project would create less than significant impacts related to seismic ground shaking.

Mitigation: None required.

iii. Seismic-related ground failure, including liquefaction?

Discussion of Effects: Seismic-related ground failure includes, but is not limited to, liquefaction. Liquefaction is a seismic phenomenon in which loose, saturated, granular soils behave similarly to fluids when subject to high intensity seismic events. Liquefaction occurs when three general conditions coexist: 1) shallow groundwater, 2) low-density non-cohesive (granular) soils and 3) high-intensity ground motion. According to the Geotechnical Investigation and DOC Earthquake Zones of Required Investigation Map, the Project site is not located within a Liquefaction Zone (SoCal Geo, 2021; DOC, 2021). Therefore, the Project does not have the potential to expose people or structures to seismic-related liquefaction. No adverse impacts are anticipated.

Mitigation: None required.

iv. Landslides?

Discussion of Effects: Slope failures in the form of landslides are common during strong seismic shaking in areas of steep hills. The Project site and surrounding area are generally flat with no significant slopes. According to the DOC Earthquake Zones of Required Investigation Map, the Project site is not located within a landslide zone (DOC, 2021). Accordingly, no impact related to landslide hazards would occur.

Mitigation: None required.

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

Discussion of Effects: Erosion is the movement of rock and soil from place to place. Erosion occurs naturally by agents such as wind and flowing water; however, grading and construction activities can greatly increase erosion if effective erosion control measures are not used. Common means of soil erosion from construction sites include water, wind, and being tracked offsite by vehicles. The Project site is in a highly urbanized, built-out portion of the City and is largely flat; soils have already been disturbed by existing development. Because the Project site is fully developed and contains very little exposed soils, erosion is occurring on the site is minimal.

The State Water Resources Control Board (SWRCB) Order No. 2009-0009-DWQ (General Construction Permit) contains water quality standards and stormwater discharge requirements that apply to construction projects of one acre or more. The General Construction Permit was issued pursuant to the National Pollutant Discharge Elimination System (NPDES) regulations for implementing part of the federal Clean Water Act. The General Construction Permit requires preparation of a Stormwater Pollution Prevention Plan (SWPPP) that identifies the sources of pollution that may affect the quality of stormwater discharges and describes and ensures the

implementation of best management practices (BMPs) to reduce the pollutants, including silt and soil, in construction stormwater discharges. Examples of BMPs that are commonly included in SWPPPs are shown in Table 7-1, below.

Table 7-1 Examples of Construction-Phase Stormwater Pollution Prevention BMPs

Category	Goal	Sample Measures
Erosion Controls	Prevent soil particles from being detached from the ground surface and transported in runoff	Preserving existing vegetation; soil binders; geotextiles and mats
Sediment controls	Filter out soil particles that have entered runoff	Barriers such as slit fences and gravel bag berms; and street sweeping
Tracking Controls	Prevent soil from being tracked offsite by vehicles	Stabilized construction roadways and entrances/exits
Wind Erosion Control	Prevent soil from being transported offsite by wind	Similar to erosion controls above
Non-stormwater Management	Prevent discharges of soil from site by means other than runoff and wind	BMPs regulating various construction practices; water conservation
Waste and Materials Management	Prevent release of waste materials into storm discharges	BMPs regulating storage and handling of materials and wastes

Future development within the Project site willbe required to comply with the NPDES permit by preparing and implementing a SWPPP specifying BMPs for minimizing pollution of stormwater with soil and sediment during Project construction. Adherence to the BMPs in the SWPPP would reduce, prevent, or minimize soil erosion from Project-related demolition, site preparation and grading, and construction activities. Therefore, impacts related to substantial soil erosion or the loss of topsoil would be less than significant.

Mitigation: None required.

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: As stated previously, the Project site is not susceptible to landslides or liquefaction. The potential for other geologic hazards on the Project site, including lateral spreading, subsidence or collapse is considered low (SoCal Geo, 2021). Furthermore, Project-related structures and buildings would be required to be designed and built-in compliance with the CBC and the Ontario Municipal code, which requires the Project to implement the recommendations of the site-specific geotechnical investigation. The recommendations require foundations to be constructed based on the expansion index and shear strength of onsite soils. Compliance with the CBC and Ontario Municipal code would ensure that impact would be less than significant.

Mitigation: None required.

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: Expansive soils are defined as soils possessing clay particles that react to moisture changes by shrinking or swelling. According to the Project's Geotechnical

Investigation, the near-surface soils consist of sands and silty sands with no appreciable clay content. These materials have been visually classified as non-expansive (SoCal Geo, 2021). Therefore, no adverse impacts are anticipated.

Mitigation: None required.

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?

Discussion of Effects: No septic tanks will be used as part of the proposed Project. The Project would connect to the existing waste water disposal system. Accordingly, no impact would occur.

Mitigation: None required.

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

Discussion of Effects: According to the Policy Plan, the City is underlain by deposits of Quaternary and upper-Pleistocene sediments deposited during Pliocene and early Pleistocene time. Quaternary Older Alluvial sediments may contain significant, nonrenewable, paleontological resources and are therefore considered to have high sensitivity. Older Pleistocene alluvial sediments can yield fossil remains, often found at depths of 10 feet or more below existing ground surface. As a result, the possibility of finding additional paleontological resources within City boundaries is moderate to high at depths of 10 feet or more below ground surface. Although the Project site was previously disturbed, the Project's construction activities have the potential to reach deeper depths of excavation than previously occurred and potentially uncover paleontological resources. Therefore, impacts would be potentially significant.

Mitigation: Prior to the issuance of a grading permit, the Applicant shall provide written evidence to the Community Development Department that the Applicant has retained a qualified paleontologist to respond on an as-needed basis to address unanticipated paleontological discoveries. If paleontological resources are encountered during the course of ground disturbance, the paleontological monitor shall have the authority to temporarily redirect construction away from the area of the find in order to assess its significance. In the event that paleontological resources are encountered when a paleontological monitor is not present, work in the immediate area of the find shall be redirected, and a paleontologist should be contacted to assess the find for significance. If determined to be significant, the fossil shall be collected and prepared to the point of identification, identified to the lowest taxonomic level possible, cataloged, and curated into the permanent collections of a museum repository. At the conclusion of curation, a report of findings shall be prepared to document the results of the monitoring program.

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?

Discussion of Effects: The analysis in this section is based on the East State Street Greenhouse Gas Analysis, (GHG Analysis), prepared by Urban Crossroads dated June 20, 2022. This report is provided in its entirety as Appendix F to this IS/MND.

The City of Ontario Climate Action Plan (CAP) establishes an annual screening threshold of 3,000 $MTCO_2e$/yr to define small projects that are considered less than significant and do not require further GHG emissions calculations or analysis. Projects that do not exceed an annual 3,000 $MTCO_2e$/yr are therefore considered less than significant and would not require further analysis or mitigation.

Project Construction

The Project's construction activities would generate carbon dioxide (CO_2) and methane (CH_4) emissions (greenhouse gases [GHGs]). Construction would occur over a 12-month period. GHG emissions from the construction phase are quantified and amortized over the life of the Project. To amortize the emissions over the life of the Project, the South Coast AQMD recommends calculating the total GHG emissions for the construction activities, dividing it by a 30-year Project life then adding that number to the annual operational phase GHG emissions. As shown in Table 8-1, *Amortized Annual Construction Emissions – Construction Activities*, construction emissions were amortized over a 30-year period and added to the annual operational phase GHG emissions. As shown, Project construction is estimated to generate a total of 1,073 MT/yr of CO_2e; following amortization over a 30-year period the Project would generate 35.77 MT/yr of CO_2e annually. (Urban Crossroads, 2022d)

Table 8-1 Amortized Annual Construction Emissions – Construction Activities

Year	Emissions (MT/yr)				
	CO_2	CH_4	N_2O	Refrigerants	Total CO_2e
2023	887.00	0.05	0.04	0.44	900.00
2024	171.00	0.01	0.01	0.10	173.00
Total GHG Emissions	1,058.00	0.06	0.05	0.54	1,073.00
Amortized Construction Emissions	**35.27**	**2.00E-03**	**1.67E-03**	**0.02**	**35.77**

Source: (Urban Crossroads, 2022d, Table 3-3)

Project Operation

The Project site is currently developed with existing industrial uses. Emissions associated with the existing use are estimated to be approximately 968.8 metric tons of total carbon dioxide equivalent (CO_2e) per year. The Project would remove the site's existing structures and redevelop the site with a 336,761 s.f. building. The Project would result in direct and indirect GHG emissions generated by related vehicle trips and operations associated with the proposed building. The operational activities associated with the Project would result in emissions of CO_2, CH_4, and N_2O from the following primary sources: area source emissions, energy source emissions, mobile source emissions, transportation refrigeration units (TRU) emissions, on-site cargo handling equipment emissions, water supply, treatment, and distribution, solid waste, and refrigerants.

As shown in Table 8-2, *Project GHG Emissions*, the Project will result in total GHG emissions of approximately 1,915.40 $MTCO_2e$/yr, or a net increase of 946.60 $MTCO_2e$/yr. As shown, the Project would not exceed the City of Ontario Climate Action Plan (CAP) annual screening threshold of 3,000 $MTCO_2e$/yr which is the same as the South Coast AQMD's recommended numeric threshold of 3,000 $MTCO_2e$/yr. As such, Project-related emissions would not have a potential significant direct or indirect impact on GHG and climate change and impacts would be less than significant (Urban Crossroads, 2022d).

Table 8-2 Project GHG Emissions

Emission Source	Emissions (MT/yr)				
	CO_2	CH_4	N_2O	Refrigerants	Total CO_2e
Annual construction-related emissions amortized over 30 years	35.27	2.00E-03	1.67E-03	0.02	35.77
Mobile Source	583.00	1.02	267.04	0.59	328.13
Area Source	6.82	< 0.005	< 0.005	0.00	6.85
Energy Source	386.00	0.04	< 0.005	0.00	388.00
TRU Source					284.65
Water Usage	110.10	2.54	0.06	0.00	192.30
Waste	28.28	2.83	0.00	0.00	98.90
Refrigerants	0.00	0.00	0.00	8.51	8.51
On-Site Equipment					572.30
Total CO_2e (All Sources)	**1,915.40**				
Existing	*968.80*				
Total Net CO_2e (All Sources)	**946.60**				

Source: (Urban Crossroads, 2022d, Table 3-6)

Mitigation Required: None required.

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

Discussion of Effects: Pursuant to Section 15604.4 of the State CEQA Guidelines, a lead agency may rely on qualitative analysis or performance-based standards to determine the significance of impacts from GHG emissions. As such, the Project's consistency with SB 32 (2017 Scoping Plan) and the City's CAP, is discussed below.

2017 Scoping Plan Consistency

The 2017 Scoping Plan Update reflects the 2030 target of a 40% reduction below 1990 levels, set by Executive Order B-30-15 and codified by SB 32. Table 8-3, *2017 Scoping Plan Consistency*, summarizes the Project's consistency with the 2017 Scoping Plan. As summarized, the Project would not conflict with any of the provisions of the Scoping Plan and in fact supports seven of the action categories.

Table 8-3 2017 Scoping Plan Consistency

Action	Responsible Parties	Consistency
Implement SB 350 by 2030		
Increase the Renewables Portfolio Standard to 50% of retail sales by 2030 and ensure grid reliability.	CPUC, CEC, CARB	No Inconsistency Identified. The Project would use energy from Southern California Edison (SCE). SCE has committed to diversify its portfolio of energy sources by increasing energy from wind and solar sources. The Project would not interfere with or obstruct SCE energy source diversification efforts.
Establish annual targets for statewide energy efficiency savings and demand reduction that will achieve a cumulative doubling of statewide energy efficiency savings in electricity and natural gas end uses by 2030.		No Inconsistency Identified. The Project would be designed and constructed to implement the energy efficiency measures for new development and would include several measures designed to reduce energy consumption. The Project would not interfere with or obstruct policies or strategies to establish annual targets for statewide energy efficiency savings and demand reduction.
Reduce GHG emissions in the electricity sector through the implementation of the above measures and other actions as modeled in Integrated Resource Planning (IRP) to meet GHG emissions reductions planning targets in the IRP process. Load-serving entities and publicly- owned utilities meet GHG emissions reductions planning targets through a combination of measures as described in IRPs.		No Inconsistency Identified. The Project would be designed and constructed to implement energy efficiency measures acting to reduce electricity consumption. The Project includes energy efficient lighting and fixtures that meet the current Title 24 Standards. Further, the Project proposes a contemporary warehouse that would incorporate energy efficient boilers, heaters, and air conditioning systems.
Implement Mobile Source Strategy (Cleaner Technology and Fuels)		
At least 1.5 million zero emission and plug-in hybrid light-duty electric vehicles by 2025.	CARB, California State Transportation Agency (CalSTA), Strategic Growth Council (SGC), California Department of Transportation (Caltrans), CEC, OPR, Local Agencies	No Inconsistency Identified. This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB zero emission and plug-in hybrid light-duty electric vehicle 2025 targets.
At least 4.2 million zero emission and plug-in hybrid light-duty electric vehicles by 2030.		No Inconsistency Identified. This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB zero emission and plug-in hybrid light-duty electric vehicle 2030 targets.
Further increase GHG stringency on all light-duty vehicles beyond existing Advanced Clean cars regulations.		No Inconsistency Identified. This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB efforts to further increase GHG stringency on all light-duty

Action	Responsible Parties	Consistency
		vehicles beyond existing Advanced Clean cars regulations.
Medium- and Heavy-Duty GHG Phase 2.		No Inconsistency Identified. This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB efforts to implement Medium- and Heavy-Duty GHG Phase 2.
Innovative Clean Transit: Transition to a suite of to-be-determined innovative clean transit options. Assumed 20% of new urban buses purchased beginning in 2018 will be zero emission buses with the penetration of zero-emission technology ramped up to 100 % of new sales in 2030. Also, new natural gas buses, starting in 2018, and diesel buses, starting in 2020, meet the optional heavy-duty low-NOX standard.		No Inconsistency Identified. This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB efforts improve transit-source emissions.
Last Mile Delivery: New regulation that would result in the use of low NOX or cleaner engines and the deployment of increasing numbers of zero-emission trucks primarily for class 3-7 last mile delivery trucks in California. This measure assumes ZEVs comprise 2.5 % of new Class 3–7 truck sales in local fleets starting in 2020, increasing to 10 % in 2025 and remaining flat through 2030.		No Inconsistency Identified. This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB efforts to improve last mile delivery emissions.
Further reduce VMT through continued implementation of SB 375 and regional Sustainable Communities Strategies; forthcoming statewide implementation of SB 743; and potential additional VMT reduction strategies not specified in the Mobile Source Strategy but included in the document "Potential VMT Reduction Strategies for Discussion."		No Inconsistency Identified. The Project would not obstruct or interfere with implementation of SB 375 and would therefore not conflict with this measure.
Increase stringency of SB 375 Sustainable Communities Strategy (2035 targets).	CARB	No Inconsistency Identified. This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB efforts to Increase stringency of SB 375 Sustainable Communities Strategy (2035 targets).
By 2019, adjust performance measures used to select and design transportation facilities		

Action	Responsible Parties	Consistency
Harmonize project performance with emissions reductions and increase competitiveness of transit and active transportation modes (e.g. via guideline documents, funding programs, project selection, etc.).	CalSTA, SGC, OPR, CARB, Governor's Office of Business and Economic Development (GO-Biz), California Infrastructure and Economic Development Bank (IBank), Department of Finance (DOF), California Transportation Commission (CTC), Caltrans	No Inconsistency Identified. The Project would not obstruct or interfere with agency efforts to harmonize transportation facility project performance with emissions reductions and increase competitiveness of transit and active transportation modes.
By 2019, develop pricing policies to support low-GHG transportation (e.g. low-emission vehicle zones for heavy duty, road user, parking pricing, transit discounts).	CalSTA, Caltrans, CTC, OPR, SGC, CARB	No Inconsistency Identified. The Project would not obstruct or interfere with agency efforts to develop pricing policies to support low-GHG transportation.
Implement California Sustainable Freight Action Plan		
Improve freight system efficiency.	CalSTA, CalEPA, CNRA, CARB, Caltrans, CEC, GO-Biz	No Inconsistency Identified. This measure would apply to all trucks accessing the Project site, this may include existing trucks or new trucks that are part of the statewide goods movement sector. The Project would not obstruct or interfere with agency efforts to Improve freight system efficiency.
Deploy over 100,000 freight vehicles and equipment capable of zero emission operation and maximize both zero and near-zero emission freight vehicles and equipment powered by renewable energy by 2030.		No Inconsistency Identified. The Project would not obstruct or interfere with agency efforts to deploy over 100,000 freight vehicles and equipment capable of zero emission operation and maximize both zero and near-zero emission freight vehicles and equipment powered by renewable energy by 2030.
Adopt a Low Carbon Fuel Standard with a Carbon Intensity reduction of 18%.	CARB	No Inconsistency Identified. When adopted, this measure would apply to all fuel purchased and used by the Project in the state. The Project would not obstruct or interfere with agency

Action	Responsible Parties	Consistency
		efforts to adopt a Low Carbon Fuel Standard with a Carbon Intensity reduction of 18 %.
Implement the Short-Lived Climate Pollutant Strategy (SLPS) by 2030		
40% reduction in methane and hydrofluorocarbon emissions below 2013 levels.	CARB, CalRecycle, CDFA, SWRCB, Local Air Districts	No Inconsistency Identified. The Project would be required to comply with this measure and reduce any Project-source SLPS emissions accordingly. The Project would not obstruct or interfere agency efforts to reduce SLPS emissions.
50% reduction in black carbon emissions below 2013 levels.		
By 2019, develop regulations and programs to support organic waste landfill reduction goals in the SLCP and SB 1383.	CARB, CalRecycle, CDFA SWRCB, Local Air Districts	No Inconsistency Identified. The Project would implement waste reduction and recycling measures consistent with State and County requirements. The Project would not obstruct or interfere agency efforts to support organic waste landfill reduction goals in the SLCP and SB 1383.
Implement the post-2020 Cap-and-Trade Program with declining annual caps.	CARB	No Inconsistency Identified. The Project would be required to comply with any applicable Cap-and-Trade Program provisions. The Project would not obstruct or interfere agency efforts to implement the post-2020 Cap-and-Trade Program.
By 2018, develop Integrated Natural and Working Lands Implementation Plan to secure California's land base as a net carbon sink		
Protect land from conversion through conservation easements and other incentives.	CNRA, Departments Within CDFA, CalEPA, CARB	No Inconsistency Identified. The Project site is currently used as and designated for industrial uses. The Project entails a warehouse that is an industrial use and does not propose land conversion. The Project would not obstruct or interfere agency efforts to protect land from conversion through conservation easements and other incentives.
Increase the long-term resilience of carbon storage in the land base and enhance sequestration capacity		No Inconsistency Identified. The Project site is vacant disturbed property and does not comprise an area that would effectively provide for carbon sequestration. The Project would not obstruct or interfere agency efforts to increase the long-term resilience of carbon storage in the land base and enhance sequestration capacity.
Utilize wood and agricultural products to increase the amount of carbon stored in the natural and built environments		No Inconsistency Identified. Where appropriate, Project designs will incorporate wood or wood products. The Project would not obstruct or interfere agency efforts to encourage

Action	Responsible Parties	Consistency
		use of wood and agricultural products to increase the amount of carbon stored in the natural and built environments.
Establish scenario projections to serve as the foundation for the Implementation Plan		No Inconsistency Identified. The Project would not obstruct or interfere agency efforts to establish scenario projections to serve as the foundation for the Implementation Plan.
Establish a carbon accounting framework for natural and working lands as described in SB 859 by 2018	CARB	No Inconsistency Identified. The Project would not obstruct or interfere agency efforts to establish a carbon accounting framework for natural and working lands as described in SB 859 by 2018.
Implement Forest Carbon Plan	CNRA, California Department of Forestry and Fire Protection (CAL FIRE), CalEPA and Departments Within	No Inconsistency Identified. The Project would not obstruct or interfere agency efforts to implement the Forest Carbon Plan.
Identify and expand funding and financing mechanisms to support GHG reductions across all sectors.	State Agencies & Local Agencies	No Inconsistency Identified. The Project would not obstruct or interfere agency efforts to identify and expand funding and financing mechanisms to support GHG reductions across all sectors.

Source: (Urban Crossroads, 2022d, Table 3-8)

CAP Consistency

As the Project is below the established annual screening threshold of 3,000 $MTCO_2e$/yr, the Project is considered less than significant, does not require further GHG emissions calculations or analysis, and is consistent with the City of Ontario CAP. Therefore, the Project would not have the potential to conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs.

Mitigation Required: None required.

9. HAZARDS & 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?

Discussion of Effects: A significant impact may occur if a project would involve the use or disposal of hazardous materials as part of its routine operations, or would have the potential to generate toxic or otherwise hazardous emissions that could adversely affect sensitive receptors. The Project Applicant proposes to redevelop the Project site with a building that has the potential to store hazardous materials during the future building user's daily operations.

Project Construction

General Construction Hazardous Waste

Heavy equipment (e.g., dozers, excavators, tractors) would operate on the subject property during construction of the Project. Heavy equipment is typically fueled and maintained by petroleum-based substances such as diesel fuel, gasoline, oil, and hydraulic fluid, which is considered hazardous if improperly stored or handled. Also, materials such as paints, adhesives, solvents, and other substances typically used in building construction would be located on the Project site during construction. Improper use, storage, or transportation of hazardous materials can result in accidental releases or spills, potentially posing health risks to workers, the public, and the environment. This is a standard risk on all construction sites, and there would be no greater risk for improper handling, transportation, or spills associated with the proposed Project than would occur on any other similar construction site. Construction contractors would be required to comply with all applicable federal, State, and local laws and regulations regarding the transport, use, and storage of hazardous construction-related materials, including but not limited requirements imposed by the EPA, California Department of Toxic Substances Control (DTSC), South Coast AQMD, and Santa Ana Regional Water Quality Control Board (RWQCB). With mandatory compliance with applicable hazardous materials regulations, the Project would not create a significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials during the construction phase. Impacts would be less than significant.

Impacted Soils

Construction activities required to redevelop the Project site would involve the disturbance of on-site soils. There is the potential for the discovery of contamination during these activities due to past reported evidence of soil contamination and underground storage tanks.

The Project site is currently developed with five buildings and uses consist of transloading of plastics and paper, construction yard, drayage, warehousing/distribution, storage, tow yard, and brewery. The Phase I Environmental Site Assessment (ESA), included as Appendix G.1, identified that the Project site has reported past evidence of soil contamination and underground storage tanks (USTs). Specifically,

- One (1) 12,000-gallon diesel fuel UST, and one (1) 2,000-gallon waste-oil UST were documented at 316 South Bon View Avenue). However, no clear documentation indicating removal and/or confirmation sampling, and no closure letter were found for the USTs.

- The identification of wastes generated at 825 East State Street including, but not limited to, unspecified solvent mixture and oxygenated solvents.

- The former presence of railroad spurs across CLS Properties, LLC are considered a recognized environmental condition (REC) based on the known potential for use of pesticides and herbicides to maintain railways.

- The identification of wastes generated at 235 South Campus Avenue, including but not limited to, tetrachloroethene (PCE), trichloroethene (TCE), and benzene.

- The identification of multiple concrete patches, including at least one raised, capped rectangular patch in the Pepe's Towing Yard.

- The identification of historical light-industrial operations, and generation of hazardous wastes including, but not limited to, unspecified solvent mixture, and oxygenated solvents at multiple addresses associated with 717-747 East State Street.

- The identification of the former operation of at least 4 spray booths at 745 East State Street.

- The identification of a permit for the installation of a septic tank and cesspool issued in 1920 to a warehouse tenant at 810 East State Street.

- The identification of volatile organic compounds (VOCs) based concrete form stripper at 807 East State Street. (Converse Consultants, 2021a)

Based on the historic recognized environmental condition and on-site conditions, the Phase I ESA recommended additional soil sampling to ensure the site has been cleaned prior to construction. A limited Phase II ESA, included as Appendix G.2, was prepared to conduct soil and soil vapor sampling and geophysical survey consistent with the recommendations of the Phase I ESA. Results of the Phase II ESA indicated that arsenic was reported in one soil sample at a concentration of 13.3 mg/kg from a depth of 0.5 below ground surface (bgs), which slightly exceeds the California Department of Toxic Substances Control (DTSC) background screening level of 12 mg/kg. However, arsenic was not reported in any of the other samples analyzed during this or the previous Phase II assessment with reporting limits of 5 mg/kg. Therefore, the average arsenic concentration across the Project site is less than 5.3 mg/kg, which is well below the background screening level. Following grading of the Project site, the average arsenic concentration in soil will be less than the DTSC established background level resulting in less than significant impacts. (Converse Consultants, 2021b)

Furthermore, a total of 19 VOCs were detected in one or more of the sub-slab and soil vapor samples. All other reported concentrations were less than the screening levels for residential land use. Three VOCs, benzene, chloroform and PCE, were reported in one or more samples at concentrations exceeding residential screening levels, with only four samples having concentrations in excess of screening levels for industrial or commercial land uses. Three of these samples were collected from depths of 5 feet bgs. Therefore, it is considered likely that these relatively shallow impacts to soil and soil vapor will be moderated through redevelopment activities. Specifically, since grading and over excavation activities are expected to volatilize and reduce VOC concentrations in the upper 5 feet of soil, the concentrations of VOCs in deeper soil vapor are not considered to pose a significant health risk to future site occupants (Converse Consultants, 2021b). Impacts would be less than significant.

Demolition

The use of asbestos-containing materials (ACM, a known carcinogen) and lead-based paint (LBP) (a known toxic), both of which are considered hazardous materials, was a common building construction prior to 1978 and may be present in the existing buildings. All proposed demolition activities would be required to comply with all applicable federal, State, and local hazardous materials regulation, which includes mandatory provisions for the safe removal, transport, and disposal of ACMs and lead paint. South Coast AQMD Rule 1403 (Asbestos Emissions) and Title 17 of the California Code of Regulations (CCR), Division 1, Chapter 8: Accreditation, Certification, and Work Practices for Lead-Based Paint and Lead Hazards applies.

South Coast AQMD Rule 1403 establishes survey requirements, notification, and work practice requirements to prevent asbestos emissions from emanating during building renovation and demolition activities. Assuming that ACMs are present in the existing structure located on-site,

then Rule 1403 requires notification of the South Coast AQMD prior to commencing any demolition activities. Rule 1403 also sets forth specific procedures for the removal of asbestos and requires that an on-site representative trained in the requirements of Rule 1403 be present during the stripping, removing, handling, or disturbing of ACM. Mandatory compliance with the provisions of Rule 1403 would ensure that construction-related grading, clearing, and demolition activities do not expose construction workers or nearby sensitive receptors to significant health risks associated with ACMs. Because future development on the Project site would be required to comply with AQMD Rule 1403 during demolition activities, impacts due to asbestos would be less than significant.

Title 17, CCR, Division 1, Chapter 8: Accreditation, Certification and Work Practices for Lead-Based Paint and Lead Hazards, defines and regulates lead-based paint. Any detectable amount of lead is regulated. During the demolition of the existing manufacturing building, there is a potential for exposing construction workers to health hazards associated with lead. The Project would be required to comply with Title 17, CCR, Division 1, Chapter 8, which includes requirements such as employer-provided training, air monitoring, protective clothing, respirators, and handwashing facilities. Mandatory compliance with these requirements would ensure that construction workers and the public are not exposed to significant LBP health hazards or upset during demolition and/or during transport of demolition waste to an appropriate disposal facility and would ensure that impacts related to LBP remain less than significant. Accordingly, neither ACMs nor lead paint are determined to be a significant hazard on the Project site.

Project Operation

Future users of the proposed on-site Project building are not yet known. Future uses on-site are assumed to be those permitted by the City of Ontario Policy Plan and zoning designations. Future users have the potential to use hazardous materials (i.e., gasoline, diesel, biodiesel fuels, and oil) during the course of daily operations at the Project site. In the event that hazardous materials, other than those common materials described above, are associated with future warehouse operations, the hazardous materials would only be stored and transported to and from the building site. Federal and State Community-Right-to-Know laws allow the public access to information about the amounts and types of chemicals that may be used by the businesses that would operate at the Project site. Laws also are in place that require businesses to plan and prepare for possible chemical emergencies. Pursuant to the City of Ontario Municipal Code, any business involved in the use, production, storage, or transfer of any material defined as hazardous and subject to regulation by San Bernadino County Department of Public Health and/or subject to regulation by the South Coast Air Quality Management District per Rules 1401, 1402, and 1403. Such businesses are also required to comply with California's Hazardous Materials Release Response Plans and Inventory Law, which require immediate reporting to San Bernadino County Fire Protection District and State Office of Emergency Services regarding any release or threatened release of a hazardous material, regardless of the amount handled by the business.

The operation of the Project would be required to comply with all applicable federal, State, and local regulations to ensure the proper transport, use, and disposal of hazardous substances. With mandatory regulatory compliance, potential hazardous materials impacts associated with long-term operation of the Project is not expected to pose a significant hazard to the public or environment through the routine transport, use, or disposal of hazardous materials, nor would the Project increase the potential for accident operations which could result in the release of hazardous materials into the environment.

With mandatory regulatory compliance with federal, State, and local laws (as described above), potential hazardous materials impacts associated with long-term operation of the Project

are regarded as less than significant.

Mitigation: None required.

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: During Project construction, there is a possibility of accidental release of hazardous substances such as petroleum-based fuels or hydraulic fluid used for construction equipment. The level of risk associated with the accidental release of hazardous substances is not considered significant due to the small volume and low concentration of hazardous materials utilized during construction. The construction contractor would be required to use standard construction controls and safety procedures that would avoid and minimize the potential for accidental release of such that any materials released are appropriately contained and remediated as required by local, State, and federal law.

Construction

The Project would comply with the requirements of applicable laws and regulations governing upsets and accidents including the requirements of the hazardous materials disclosure program, the California Accidental Release Prevention Program, the hazardous materials release response plans and inventory program, and California Health and Safety Code Section 25500.

These requirements would ensure that all potentially hazardous materials are handled in an appropriate manner and would minimize the potential for upset and accident conditions. For example, all spills or leakage of petroleum products during construction activities are required to be immediately contained, the hazardous material identified, and the material remediated in compliance with applicable state and local regulations for the cleanup and disposal of that contaminant. All contaminated waste would be required to be collected and disposed of at an appropriately licensed disposal or treatment facility. Therefore, this impact is considered less than significant.

Operation

Regulatory requirements pertaining to upsets and accidents following during the construction phase would also be implemented during the operational phase. For the operational phase, both the federal government and the State of California (Health and Safety Code, Division 20, Chapter 6.95, §§ 25500–25520; 19 CCR, Chapter 2, Subchapter 3, Article 4, §§ 2729–2734) require all businesses that handle more than a specified amount of hazardous materials or extremely hazardous materials, termed a reporting quantity, to submit a hazardous materials emergency/contingency plan (also known as a hazardous materials business plan) to their local Certified Unified Program Agency (CUPA). These requirements would ensure that all potentially hazardous materials are handled in an appropriate manner and would minimize the potential for safety impacts. With mandatory regulatory compliance, the Project would not increase the potential for accident conditions which could result in the release of hazardous materials into the environment. Impacts would be less than significant.

Mitigation: None required.

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: The Project site is not within 0.25 mile of the existing or proposed school. The closest school to the Project site is Lincoln Elementary School, located approximately 0.38 miles to the northeast of the Project site. Implementation of the Project would not have the potential to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 miles of an existing or proposed school. Therefore, no impacts are anticipated.

Mitigation: None required.

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: Several parcels within the Project site are listed on the hazardous materials site compiled pursuant to Government Code Section 65962.5. Specifically,

- 316 South Bon View Ave was identified in the Historical UST Registered Database (HIST UST), SAN BERN CO PERMIT, California Integrated Water Quality System (CIWQS), Statewide Environmental Evaluation and Planning System (SWEEPS) UST, California Facility Inventory Database (CA FID) UST, Hazardous Waste Tracking System (HWTS), HAZNET, EDR HIST AUTO, Facility Index System (FINDS)/ Enforcement and Compliance History Online (ECHO), and Resource Conservation and Recovery Act - Small Quantity Generators (RCRA-SQG) databases. The listings are primarily related to the former operation of a service station identified as EZ Serve. Databases indicated that at least four USTs were formerly operated at the parcel including one 12,000-gallon diesel UST, two 10,000-gallon ethanol USTs, and one 2,000-gallon waste-oil UST. In addition, wastes generated at the address included, but were not limited to, unspecified solvent mixture, oxygenated solvents, unspecified oil-containing waste, and contaminated soil from a site cleanup.

- 825 East State Street was identified in the FINDS/ECHO, California Environmental Reporting System (CERS) HAZ WASTE, NPDES, SAN BERN CO PERMIT, CIWQS, California Environmental Reporting System (CERS), HWTS, HAZNET, RCRA NON GEN, California Hazardous Materials Incident Report System (CHMIRS), and EMI databases. The listings appear to be primarily related to outdoor storage activities by JC Horizon.

- 235 South Campus Ave was identified in the HWTS, FINDS/ECHO, RCRA-SQG, NPDES, CIWQS, CERS, and HAZNET databases. Wastes generated by a former tenant at the address included, but were not limited to, PCE, TCE, and benzene.

- The address range for the large warehouse building (717-747 East State Street) was identified in the HWTS, RCRA NON GEN, FINDS, EMI, CERS, HWTS, HAZNET, SAN BERN CO PERMIT, DOT OPS, and ECHO databases. The listings are primarily related to former light-industrial tenants at the addresses. Waste oil and mixed oil were identified as being generated at 717 E State Street. Unspecified solvent mixture was identified as being generated at 745 E State Street.

- The address associated with the northern building (810 East Main Street) was identified in the HWTS, HAZNET, EMI, CERS, WDS, CIWQS, SAN BERN CO PERMIT, CIWQS, ICIS, US AIRS, FINDS/ECHO, NPDES, and TSCA databases. The listings appear to be primarily related to past light-industrial uses at the address. Wastes generated

at the address were identified as pesticides, waste-oil/mixed-oil, and oxygenated solvents.

- 807 East State Steet was identified in the CIWQS, RCRA NON GEN, FINDS, ECHO, HWTS, HAZNET, EMI, CERS HAZ WASTE, NPDES, SAN BERN CO PERMIT, and CERS databases. Wastes generated at the parcel included, but were not limited to, waste-oil and mixed oil, and unspecified oil-containing waste.

However, as concluded in Response 9.a, the Project would not create a significant hazard to the public or the environment. Additionally, a geophysical survey was conducted as part of the Phase II ESA to evaluate whether USTs are still located at 316 South Bon View Avenue. The geophysical survey conducted at 316 South Bon View Avenue was limited by the presence of large stacks of bundled trash, surface debris, metal fencing, and reinforced concrete. A total of four anomalies were identified in the accessible survey area. None of the identified anomalies match the anticipated dimensions of a standard 12,000-gallon UST, but the dimensions of both two anomalies are generally consistent with those anticipated for a 2,000-gallon waste oil UST. The findings of the geophysical survey were inconclusive in determining whether historical USTs are still located at the Site as it was limited by the presence of large stacks of bundled trash, surface debris, metal fencing, and reinforced concrete. It is therefore possible that USTs may still be present at the Project site, and impacts would be potentially significant.

Mitigation: Prior to the issuance of a grading permit, if a UST is discovered onsite, soil sampling shall be conducted below and in the immediate vicinity of the UST and associated piping. The soil survey shall be prepared by a qualified environmental professional prior to further work, as appropriate. The Project Applicant shall submit the results of the soil survey to the City of Ontario (City) Building Department. The environmental professional shall provide recommendations, as applicable, regarding soil/waste management, worker health and safety training, and regulatory agency notifications, in accordance with local, state, and federal requirements. Work shall not resume in the area(s) affected until these recommendations have been implemented under the oversight of the City or regulatory agency, as appropriate.

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: According to the Land Use Element (Exhibit LU-06 Airport Safety Zones and Influence Areas) of the Policy Plan, the Project site is not located within the Chino Airport Influence Area (City of Ontario, 2022a). According to the Ontario International Airport (ONT) Land Use Compatibility Plan (ALUCP), the Project site is located within the ONT Airport Influence Area (City of Ontario, 2011). Moreover, the Project site is located within the 65-70 CNEL noise impact zone and is subject to the Noise Criteria established on Table 2-3 in the ONT ALUCP. According to Table 2-3 of the ONT ALUCP, industrial land uses located outside the 70 dBA CNEL noise level contours of ONT, such as the Project, are considered normally compatible land use. For normally compatible land use, either the activities associated with the land use are inherently noisy or standard construction methods will sufficiently attenuate exterior noise to an acceptable indoor community noise equivalent level (CNEL). Therefore, the Project would not result in excessive noise for people residing or working in the Project area.

Additionally, the Project site is located within the Safety Zone 3 with allowable height of 30-55' or less in above ground level. The proposed building would be 52 feet in height and would not conflict with the allowable height under Safety Zone 3. According to Table 2-2 of the ONT ALUCP, warehouse use within Safety Zone 3 does not have a maximum FAR requirement. As shown in

Figure 3, *Site Plan*, the Project site has a FAR of 0.47. Table 2-2 also indicates the usage intensity (number of people per acre) limit for each safety zone. Safety Zone 3 allows a non-residential, average land use intensity of 100 people per acre, and a single-acre land use intensity of 250 people per any single acre. The Project would include the development of a 336,761 s.f. building. Based on an occupancy rate of 1,000 s.f. per person from Table 2-2 for warehouse uses, the Project would result in a total occupancy of 336.39 people, which results in an average intensity of approximately 21 people per acre on the 16.39-acre site. This average occupancy is substantially below the 100 people maximum per acre average intensity and the 250 people maximum per single-acre intensity allowed in Safety Zone 3. Therefore, the Project would not result in a safety hazard for people residing or working in the Project area. Therefore, the impacts would be less than significant.

Mitigation: None required.

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

Discussion of Effects: The City's Safety Element includes policies and procedures to be administered in the event of a disaster. The Ontario Plan seeks interdepartmental and inter-jurisdictional coordination and collaboration to be prepared for, respond to and recover from every day and disaster emergencies. The City manages disaster preparedness through the Technical Services Bureau of the Ontario Fire Department. This bureau is responsible for the preparation of the community for disasters and the organization of recovery efforts. The City updated a Local Hazard Mitigation Plan prepared by the Office of Emergency Services of the Ontario Fire Department in 2018. Because the Project site has been historically used for industrial uses, it is not identified in any of these plans as being an evacuation area.

Furthermore, construction of the Project would be generally confined to the Project site and would not physically impair access to the site or the Project area. During both construction and long-term operation, the Project would be required to maintain adequate emergency access for emergency vehicles as required by the City and the Ontario Fire Department. In addition, the Project will comply with the requirements of the Ontario Fire Department and all City requirements for fire and other emergency access. Because the Project is required to comply with all applicable City codes, impacts would less than significant level.

Mitigation: None required.

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

Discussion of Effects: The Project site is fully developed and is within a completely urbanized area that is void of any wildland areas. Additionally, according to the California Department of Forestry and Fire Protection (CalFire), the Project site is not within a very high fire hazard severity zone (CAL FIRE, 2008). Implementation of the Project would not expose people or structures to a significant risk involving wildland fires. No impacts would occur.

Mitigation: None required.

10. HYDROLOGY & WATER QUALITY. Would the project:

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

Discussion of Effects: The California Porter-Cologne Water Quality Control Act (§ 13000 et seq., of the California Water Code) (Porter-Cologne Act), and the Federal Water Pollution Control Act Amendment of 1972 (also referred to as the Clean Water Act [CWA]) require that comprehensive water quality control plans be developed for all waters within the State of California. The City of Ontario, including the Project site, is within the jurisdiction of the Santa Ana RWQCB.

Temporary Construction-Related Activities

Construction of the Project would involve demolition, clearing, grading, paving, utility installation, construction, and landscaping activities. Construction activities would result in the generation of potential water quality pollutants such as silt, debris, chemicals, paints and solvents, and other chemicals with the potential to adversely affect water quality. As such, short-term water quality impacts have the potential to occur during construction of the Project in the absence of protective or avoidance measures.

Construction activities would disturb the 16.39-acre site; therefore, the Project is subject to the requirements of the State Water Resources Control Board's (SWRCB) National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities, herein referred to as the "Construction General Permit." Construction related water quality impacts would be minimized through compliance with the Construction General Permit, which requires filing an NOI with the State Water Resources Control Board, and preparing a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP must include erosion- and sediment control BMPs that would meet or exceed measures required by the determined risk level of the Construction General Permit, in addition to BMPs that control the other potential construction-related pollutants (e.g., nutrients, heavy metals, and certain pesticides, including legacy pesticides). Mandatory adherence to the Construction General Permit and implementation of measures outlined in the SWPPP would ensure that the Project does not violate any water quality standards or waste discharge requirements during construction activities. Therefore, water quality impacts associated with construction activities would be less than significant.

Post-Development Water Quality Impacts

The site would be developed with a building up to 336,761 s.f. and associated parking and landscaping. To meet the requirements of the NPDES permit, the Project Applicant would be required to prepare and implement a Water Quality Management Plan (WQMP), which is a Project site-specific post-construction water quality management program designed to minimize the release of potential waterborne pollutants, including pollutants of concern for downstream receiving waters, under long-term conditions via BMPs. Implementation of the WQMP ensures on-going, long-term protection of the watershed basin.

According to the Project's Preliminary WQMP, included as Appendix H.1, the Project is designed to include on-site structural source control BMPs consisting of subsurface system and storm drain inlets. In addition, operation source control BMPs would be implemented, including but not limited to, minimizing non-stormwater site runoff through efficient irrigation system design and controllers, providing proper covers/roofs and secondary containment for outside material storage & work areas, providing solid roofs over all trash enclosures, and providing education/training of site occupants and employees on stormwater BMPs. Compliance with the Preliminary WQMP and long-term maintenance of proposed on-site water quality control features would be required by the City to ensure the long-term effectiveness of all on-site water quality features.

In addition to the WQMP, the NPDES program also requires certain land uses, including the industrial land use proposed by the Project, to prepare a SWPPP for operational activities and to implement a long-term water quality sampling and monitoring program, unless an exemption is granted. Because the permit is dependent upon the operational activities of the building and the tenants are not known at this time, details of the SWPPP (including BMPs) or potential exemption to the SWPPP operational activities requirement cannot be determined at this time. However, based on the requirements of the NPDES Industrial General Permit, the Project's mandatory compliance with all applicable regulations would further reduce potential water quality impacts during long-term operation.

Implementation of the Project would have a beneficial impact on water quality because it would capture all on-site flows and treat flows prior to being discharged into the City's storm drainage system. Based on the foregoing analysis, the Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality or result in potential discharge of stormwater to affect beneficial uses of receiving waters. Impacts would be less than significant.

Mitigation: None required.

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: Water supply to the Project would be provided by OMUC and would not require the direct use of groundwater at the Project site. Therefore, the Project would not require direct additions or withdrawals of groundwater. Excavation that would result in the interception of existing aquifers or penetration of the existing water table is not proposed or anticipated. In addition, since the existing Project site is mostly impervious, the Project would not reduce any existing percolation of surface water into the groundwater table. Therefore, no adverse impacts are anticipated.

Mitigation: None required.

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: Under existing conditions, the Project site does not contain a stream or river; therefore, the Project does not have to potential to alter the course of a stream or river. No impacts would occur in this regard. Refer to Response 10a. Project construction would temporarily expose on-site soils to surface water runoff. However, compliance with construction-related BMPs and/or the Storm Water Pollution Prevention Plan (SWPPP) would control and minimize erosion and siltation, resulting in a less than significant impact.

Mitigation: None required.

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: The Project site is currently developed; redevelopment of the site

would not increase impervious surfaces. Stormwater will sheet flow from north to south and will be captured by proposed onsite inlets. The proposed on-site storm drain system will convey the flow into the proposed detention basins and subsurface system located in the truck yard. Flow will continue to the existing 42-inch storm drain system located along South Bon View Avenue via an existing 18-inch storm drain. The South Bon View Avenue storm drain system will then discharges into the East State Street Storm Drain system located along State Street and Ontario Boulevard.

According to the Preliminary Drainage Report prepared by JLC Engineering & Consulting, Inc., included as Appendix H.2, runoff from the Project site is collected by inlets onsite, which will then be conveyed to the subsurface system located in the truck yard. Flow will continue to the existing 42-inch storm drain system located along South Bon View Avenue via an existing 18-inch storm drain. The South Bon View Avenue storm drain system will then discharges into the East State Street Storm Drain system located along State Street and Ontario Boulevard. The water quality volume from the Project site is 77,083 ft^3 and the subsurface system provides 77,220 ft^3 of storage volume. The proposed storm drain systems are sized to adequately convey the 100-year flow rates and proposed subsurface system is sized to adequately treat the water quality volume emanating from the Project site (JLC, 2022). Therefore, runoff discharge from the Project site would not have an adverse effect to the existing storm drain system downstream. The Project would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off-site and impacts would be less than significant.

Mitigation: None required.

iii. Create or contribute runoff water which would exceed the capacity or existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff;

Discussion of Effects: As stated above, implementation of the Project would not exceed the capacities for the detention basins or subsurface system, and all runoff would be conveyed to the existing South Bon View Avenue storm drain. The design flow of the existing storm drain system has adequate capacity to accommodate the increase rate of runoff from the Project site. Accordingly, the Project would not create or contribute runoff that would exceed the capacity of any existing stormwater drainage system. Impacts would be less that significant.

Stormwater generated by the Project will be discharged in compliance with the statewide NPDES General Construction Activities Stormwater Permit and San Bernardino County MS4 permit requirements. With the full implementation of a Storm Water Pollution Prevention Plan developed in compliance with the General Construction Activities Permit requirements, the Best Management Practices included in the SWPPP, and a stormwater monitoring program would reduce any impacts to below a level of significance.

Mitigation: None required.

iv. Impede or redirect flood flows?

Discussion of Effects: According to the Federal Emergency Management Agency (FEMA) flood map No. 06071C8617, the Project site is located within Zone X (Unshaded), an area of minimal flood hazard (FEMA, 2015). Therefore, the Project would not impede or redirect flood flows and no impact would occur.

Mitigation: None required.

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

Discussion of Effects: The Project site is not in a FEMA flood zone. Therefore, there would be no impact related to the risk of pollutant release due to inundation from a flooding event. No impact would occur.

A seiche is a surface wave created when a body of water is shaken, usually by earthquake activity. Seiches are of concern relative to water storage facilities because inundation from a seiche can occur if the wave overflows a containment wall, such as the wall of a reservoir, water storage tank, dam or other artificial body of water. There are no large water bodies in the area that could impact the Project site. No impact would occur.

A tsunami is a series of ocean waves caused by a sudden displacement of the ocean floor, most often due to earthquakes. The subject property is not located near the ocean and is outside of any tsunami hazard zone. No impact would occur.

Mitigation: None required.

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

Discussion of Effects: As discussed under Response 10a, the Project site is within the Santa Ana River Basin; therefore, Project-related construction and operational activities would be required to comply with the Santa Ana RWQCB's Santa Ana River Basin Water Quality Control Plan by preparing and adhering to an SWPPP and WQMP. Additionally, as discussed previously, implementation of the Project would not conflict with or obstruct the Santa Ana River Basin Water Quality Control Plan and no impact would occur.

The Project site is located within the Chino Groundwater Basin. Upon development, the project site will be connected to the City's public water supply and there will be no onsite wells for use of groundwater. The City manages both the potable and non-potable supplies to ensure withdrawals from the Chino Groundwater Basin do not exceed the safe yield for the Basin, as per the Chino Basin Watermaster's Optimum Basin Management Program (OBMP). Therefore, the project would not obstruct or conflict with the OBMP and impacts would be less than significant.

Mitigation: None required.

11. LAND USE & PLANNING. Would the project:

a. Physically divide an established community?

Discussion of Effects: The Project site is located in an area that is currently developed with urban land uses. Existing industrial development borders the site to the south, west, and east; the BNSF railroad track borders the site to the north. The Project Applicant would redevelop the site with another industrial use with associated parking and landscaping improvements. The Project will be of similar design and size to surrounding development. The Project would not have the potential to physically divide an established community. No adverse impacts are anticipated.

Mitigation: None required.

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: The Project site is designated for Industrial by the Policy Plan and General Industrial zone. The Project Applicant would redevelop the Project site in accordance with the underlying land use designations and applicable zoning ordinance development standards. No change to the existing land use designation or zoning is required or proposed by the Project. The Project is consistent with the Policy Plan and does not interfere with any policies for environmental protection. As such, no impacts are anticipated.

Mitigation: None required.

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?

Discussion of Effects: The Project site is located within a mostly developed area surrounded by urban land uses. As shown in Figure 5.12-1 of the Ontario Plan 2050 Draft SEIR, the Project site is designated as MRZ-3 (City of Ontario, 2022b). Areas designated by the State of California Geologist as MRZ-3 include land that the significance of mineral deposits cannot be determined from the available data. According to the Policy Plan, there are no permitted mining operations in the City. Significant mineral resources within Ontario are limited to construction aggregate. These areas have been developed with urban uses and are not suitable for mineral resource extraction (City of Ontario, 2022a). There are no known mineral resources in the area. Therefore, no impacts are anticipated.

Mitigation: None required.

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: As discussed in Response 12a above, there are no known mineral resources in the area. The Project would not result in the loss of availability of locally-important mineral resources. No impacts are anticipated.

Mitigation: None required.

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?

Discussion of Effects: A Project-specific Noise Impact Analysis has been prepared by Urban Crossroads for the Project and is included as Appendix I. Noise generated at the Project site under existing conditions is limited the existing industrial uses at the Project site, surface street vehicle noise which includes auto and heavy truck activities on the surrounding roadways (South Campus Avenue, East State Street, and South Bon View Avenue), and the railroad tracks located to the north and south of the Project site. On January 25, 2022, Urban Crossroads took 24-hour noise measurements at 5 noise measurement locations depicted in Figure 11, *Noise Measurement Locations*. Results showed that existing noise levels ranged from 65.1 decibels (dBA) equivalent sound level (L_{eq}) to 76.0 dBA L_{eq}.

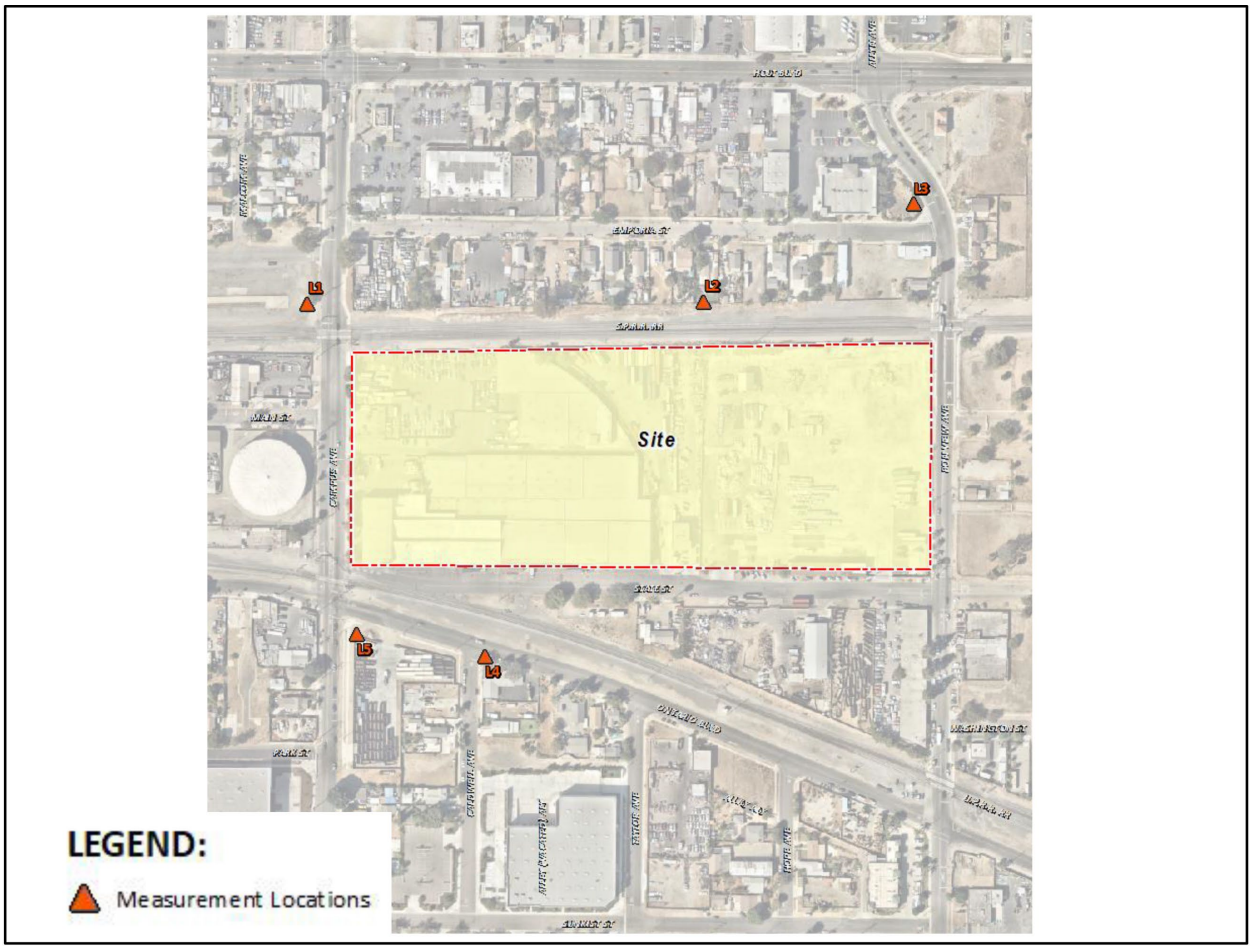


Figure 11: Noise Measurement Locations

Redevelopment of the Project site with a new building and associated improvement has the potential to generate elevated noise levels during both near-term construction activities and under long-term operational conditions. Near-term (i.e., temporary) and long-term (i.e., permanent) noise level increases that would be associated with the Project are described below. To assess the potential short-term construction and long-term operational noise impacts, Urban Crossroads identified 5 representative noise-sensitive receiver locations at which the Project's anticipated noise generation was compared against as shown in Figure 12, *Receiver Locations*.

Construction Noise Impact

The Project's only potential to cause a substantial temporary or periodic increase in ambient noise levels would occur during the construction phase. Construction activities on the Project site, especially those involving the use of heavy equipment, would create intermittent, temporary increases in ambient noise However, although periodic and temporary construction noise has the potential to be substantial compared to existing ambient noise levels. The Project's construction-related activities are required to comply with the City's Noise Ordinance (Municipal Code Section 5-29.09).

The City of Ontario has set restrictions to control noise impacts associated with construction. Section 5-29.09 of the Municipal Code states: No person, while engaged in construction, remodeling, digging, grading, demolition or any other related building activity, shall operate any tool, equipment or machine in a manner that produces loud noise that disturbs a person of normal sensitivity who works or resides in the vicinity, or a Police or Code Enforcement Officer, on any weekday except between the hours of 7:00 a.m. and 6:00 p.m. or on Saturday or Sunday between the hours of 9:00 a.m. and 6:00 p.m. While the City establishes limits to the hours during which construction activity may take place, it does not identify specific noise level limits for construction noise levels at potentially affected receiver locations for CEQA analysis purposes. Therefore, a numerical construction threshold of 80 decibels (dBA) equivalent sound level (L_{eq}) based on Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment Manual is used for analysis of daytime construction impacts. As shown in Table 13-1, *Construction Noise Level Compliance*, the Project's construction-related noise at the off-site receiver locations will satisfy the 80 dBA L_{eq} significance threshold (Urban Crossroads, 2022e). Therefore, construction noise impacts would be less than significant.

Table 13-1 Construction Noise Level Compliance

Receiver Location[1]	Construction Noise Levels (dBA L_{eq})		
	Highest Construction Noise Levels[2]	Threshold[3]	Threshold Exceeded?[4]
R1	55.0	80	No
R2	61.1	80	No
R3	56.0	80	No
R4	57.9	80	No
R5	55.9	80	No

[1] Noise receiver locations are shown on Figure 12.
[2] Highest construction noise level calculations based on distance from the construction noise source activity to the nearest receiver locations as shown on Table 8-2 of the Noise Impact Analysis.
[3] Construction noise level thresholds as shown on Table 4-1 of the Noise Impact Analysis.
[4] Do the estimated Project construction noise levels exceed the construction noise level threshold?
Source: (Urban Crossroads, 2022e , Table 8-3)

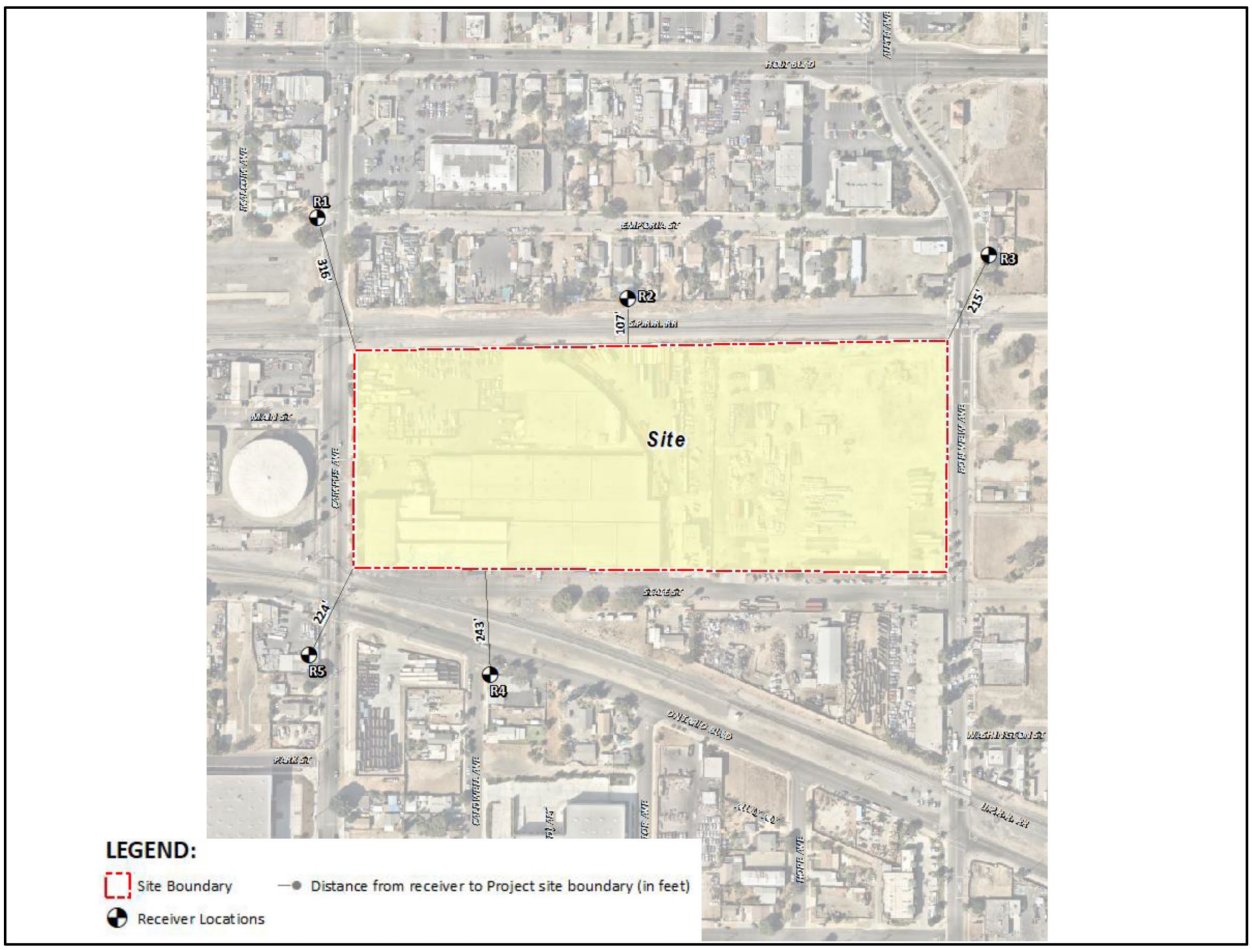


Figure 12: Receiver Locations

Nighttime concrete pouring activities is anticipated to occur as a part of Project building construction activities, which could take place outside the permitted hours in the City's Municipal Code. The Project Applicant would be required to obtain authorization for nighttime work from the City of Ontario. As shown in Table 13-2, *Construction Noise Level Compliance*, the noise levels associated with the nighttime concrete pour activities are estimated to range from 51.1 to 56.6 dBA L_{eq} and will satisfy the City of Ontario nighttime stationary-source exterior hourly average L_{eq} residential noise level threshold adjusted to reflect the ambient noise conditions at all the receiver locations (Urban Crossroads, 2022e). Therefore, nighttime concrete pouring activities impacts would be less than significant.

Table 13-2 Construction Noise Level Compliance

Receiver Location[1]	Use	Construction Noise Levels (dBA L_{eq})		
		Paving Construction[2]	Nighttime Threshold[3]	Threshold Exceeded?[4]
R1	Residence	51.1	72	No
R2	Residence	56.5	74	No
R3	Residence	51.9	67	No
R4	Residence	56.6	75	No
R5	Residence	52.8	76	No

[1] Noise receiver locations are shown on Figure 12.
[2] Paving construction noise level calculations based on distance from the construction noise source activity to nearby receiver locations.
[3] Exterior nighttime noise level standards adjusted to reflect the ambient noise conditions as shown on Table 5-1 of the Noise Impact Analysis.
[4] Do the estimated Project construction noise levels exceed the nighttime construction noise level threshold?
Source: (Urban Crossroads, 2022e , Table 8-4)

Operational Noise Impact

Future users of the proposed Project are currently unknown. Therefore, this analysis presents worst-case scenario noise conditions for typical warehouse space activities, assuming that the Project would be operational 24-hours per day, 7 days per week. The Project's proposed business operations would primarily be conducted within the enclosed building, except for traffic movement, parking, and loading/unloading of trucks at designated loading bays. The on-site Project-related noise-sources are anticipated to include: loading dock activity, roof-top air conditioning units, trash enclosure activity, parking lot vehicle movements, and truck movements.

To estimate the Project's operational noise impacts, reference noise level measurements were collected from similar types of activities to represent the noise levels anticipated with the development of the Project. It should be noted that the Project's projected noise levels assume the worst-case scenario environment with the loading dock activity, roof-top air conditioning units, trash enclosure activity, parking lot vehicle movements, and truck movements all operating at the same time. These noise level impacts will likely vary throughout the day. Figure 13, *Operational Noise Source Locations*, identifies the noise source locations used to assess the operational noise levels.

To demonstrate compliance with local noise regulations, the Project-only operational noise levels are evaluated against exterior noise level thresholds based on the City of Ontario exterior noise level standards at nearby noise-sensitive receiver locations. Section 5-29.04(a)

identifies the allowable daytime and nighttime ambient exterior noise standards for each land use type. For residential land uses (Noise Zone I), ambient exterior noise levels may not exceed 65 dBA Leq during the daytime hours (7:00 a.m. to 10:00 p.m.), and may not exceed 45 dBA Leq during the nighttime hours (10:00 p.m. to 7:00 a.m.). Table 13-2, *Operational Noise Level Compliance*, shows the operational noise levels associated with the Project will satisfy the City of Ontario exterior noise level standards adjusted to reflect the ambient noise conditions (Urban Crossroads, 2022e). Therefore, operational noise impacts would be less than significant.

Table 13-3 Operational Noise Level Compliance

Receiver Location[1]	Project Operational Noise Levels (dBA L_{eq})[2]		Noise Level Standards (dBA L_{eq})[3]		Noise Level Standards Exceeded?[4]	
	Daytime	Nighttime	Daytime	Nighttime	Daytime	Nighttime
R1	52.1	51.1	65.0	71.9	No	No
R2	57.5	56.5	65.0	74.2	No	No
R3	52.9	51.9	65.0	66.8	No	No
R4	57.6	56.6	65.0	75.4	No	No
R5	53.8	52.8	65.0	76.0	No	No

[1] See Figure 13 for the receiver locations.
[2] Proposed Project operational noise levels as shown on Tables 7-2 and 7-3 of the Noise Impact Analysis.
[3] Exterior noise level standards, for residential land use, as shown on Table 4-1 of the Noise Impact Analysis. Nighttime standards adjusted to reflect the ambient noise conditions.
[4] Do the estimated Project operational noise source activities exceed the noise level standards?
"Daytime" = 7:00 a.m. - 10:00 p.m.; "Nighttime" = 10:00 p.m. - 7:00 a.m.
Source: (Urban Crossroads, 2022e , Table 7-3)

Traffic-Related Noise Impact

Traffic generated by the operation of the Project will influence the traffic noise levels in surrounding off-site areas and at the Project site. According to the Project's Trip Generation Assessment and discussed further below, included as Appendix I.1, the Project is anticipated to generate fewer than 100 net new peak hour trips during the morning and evening peak hours and would contribute fewer than 50 net new peak hour trips to any study area intersection. The Project's Trip Generation Assessment determined that based on the County's traffic study guidelines and the anticipated trips for the site, additional traffic analysis beyond the trip generation assessment is not necessary. Therefore, based on the low number of new trips and surrounding buildout urban uses, impacts would be less than significant.

Mitigation: None required.

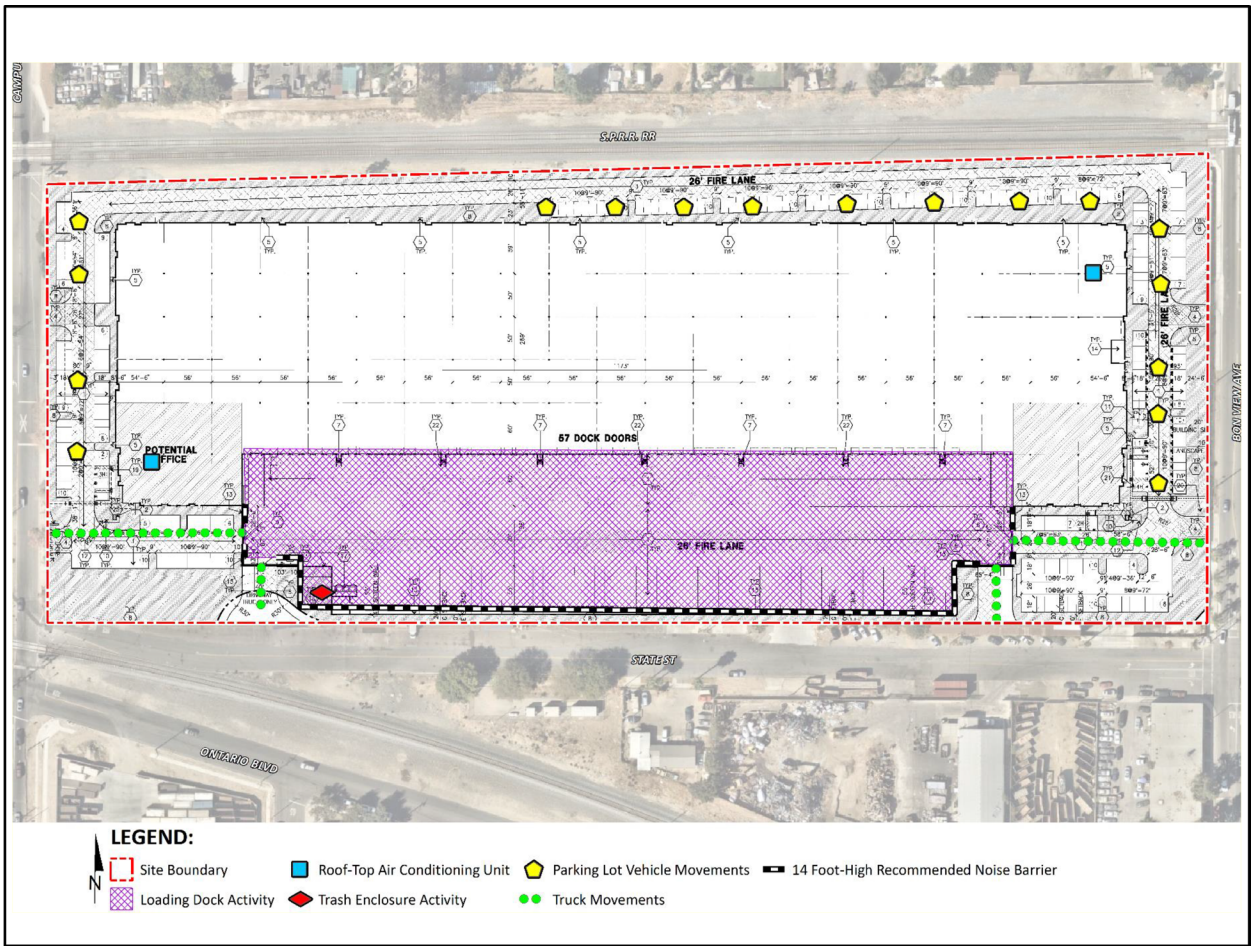


Figure 13: Operational Noise Source Locations

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

Discussion of Effects: According to the Federal Transit Administration (FTA), vibration is the period oscillation of a medium or object. Sources of ground-borne vibrations include natural phenomena (e.g., earthquake, landslides, sea waves) or human-made causes (e.g., explosions, machinery, traffic, trains, construction equipment). To analyze vibration impacts originating from the operation and construction of the Project, vibration generating activities are evaluated based on Caltrans methodology. The Caltrans Transportation and Construction Vibration Guidance Manual provide guidelines for the maximum-acceptable vibration criteria. The nearest noise sensitive buildings adjacent to the Project site can best be described as "older residential structures" with a maximum acceptable continuous vibration threshold of 0.3 PPV (in/sec).

Construction-Related Vibration Impacts

Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods employed. Operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance. Table 13-4, *Project Construction Vibration Levels*, presents the expected Project related vibration levels at the nearby receiver locations. At distances ranging from 107 to 316 feet from Project construction activities, construction vibration velocity levels are estimated to range from 0.002 to 0.010 in/sec PPV. Based on maximum acceptable continuous vibration threshold of 0.3 PPV (in/sec), the typical Project construction vibration levels will fall below the building damage thresholds at all the noise sensitive receiver locations. Therefore, the Project-related vibration impacts would be less than significant during typical construction activities at the Project site. Moreover, the vibration levels reported at the sensitive receiver locations are unlikely to be sustained during the entire construction period but will occur rather only during the times that heavy construction equipment is operating adjacent to the Project site perimeter (Urban Crossroads, 2022e).

Table 13-4 Project Construction Vibration Levels

Receiver[1]	Distance to Const. Activity (Feet)[2]	Typical Construction Vibration Levels PPV (in/sec)[3]					Thresholds PPV (in/sec)[4]	Thresholds Exceeded?[5]
		Small bulldozer	Jackhammer	Loaded Trucks	Large bulldozer	Highest Vibration Level		
R1	316'	0.000	0.001	0.002	0.002	0.002	0.3	No
R2	107'	0.000	0.004	0.009	0.010	0.010	0.3	No
R3	215'	0.000	0.001	0.003	0.004	0.004	0.3	No
R4	243'	0.000	0.001	0.003	0.003	0.003	0.3	No
R5	224'	0.000	0.001	0.003	0.003	0.003	0.3	No

[1] Receiver locations are shown on Exhibit 8-A of the Noise Impact Analysis.
[2] Distance from receiver location to Project construction boundary (Project site boundary).
[3] Based on the Vibration Source Levels of Construction Equipment (Table 8-4 of the Noise Impact Analysis).
[4] Caltrans Transportation and Construction Vibration Guidance Manual, April 2020, Table 19, p. 38.
[5] Does the peak vibration exceed the acceptable vibration thresholds?
"PPV" = Peak Particle Velocity
Source: (Urban Crossroads, 2022e , Table 8-6)

Operational-Related Vibration Impacts

Under long-term conditions, the Project would not include nor require equipment, facilities,

or activities that would result in substantial or perceptible ground-borne vibration. Trucks would travel to-and-from the Project site during long-term operation; however, vibration levels for heavy trucks operating at low to-normal speeds on smooth, paved surfaces- as expected on the Project site and surrounding roadways typically do not exceed the Caltrans vibration thresholds. Accordingly, long-term operation of the Project would not expose persons or generate excessive groundborne vibration or groundborne noise levels, and a less than significant impact would occur.

Mitigation: None required.

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: According to the Ontario International Airport (ONT) Land Use Compatibility Plan (ALUCP), the Project site is located within the ONT Airport Influence Area (City of Ontario, 2011). Moreover, the Project site is located within the 65-70 CNEL noise impact zone and is subject to the Noise Criteria established on Table 2-3 in the ONT ALUCP. According to Table 2-3 of the ONT ALUCP, industrial land uses located outside the 70 dBA CNEL noise level contours of ONT, such as the Project, are considered normally compatible land use. For normally compatible land use, either the activities associated with the land use are inherently noisy or standard construction methods will sufficiently attenuate exterior noise to an acceptable indoor community noise equivalent level (CNEL). Moreover, as discussed under Response 13a, the Project would not result in a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established. Therefore, the Project would not expose people residing or working in the project area to excessive noise levels and impacts would be less than significant.

Mitigation: None required.

14. POPULATION & HOUSING. 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: The Project would result in the development of an approximately 336,761 s.f. warehouse facility. The Project would generate approximately 203 direct jobs According to the California Employment Development Department (EDD), as of February 2022, the City of Ontario has a labor force of 93,200 persons and of that labor force, 3,300 are unemployed (unemployment rate of 3.6 percent)(EDD, 2022). According to Southern California Association of Governments' (SCAG) 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy, the City of Ontario is anticipated to employ approximately 169,300 persons by 2045 (SCAG, 2020). Therefore, the Project is consistent with the SCAG's 2045 employment projections for the City. Project-generated jobs are well within the employment projections for the City of Ontario. Operation of the Project would not induce substantial unplanned population growth in the Project area, either directly or indirectly and would not exceed regional or local growth projections. Therefore, no impacts are anticipated.

Mitigation: None required.

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

Discussion of Effects: The Project site does not contain any housing and there are no people living at the Project site that would be displaced by the Project. Therefore, no impacts are anticipated.

Mitigation: None required.

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:

i. Fire protection?

Discussion of Effects: Fire prevention services are provided by the Ontario Fire Department (OFD). OFD serves these residents from 10 strategically located fire stations, including the Ontario International Airport fire station, with a daily staffing level of 59 sworn firefighters. These fire stations house nine 4-person paramedic engine companies, three 4-person truck companies, a 8-person ARFF station, 1 fire investigation supervisor, and 2 battalion chiefs (City of Ontario, 2022c). The closest fire station to the Project site is Station 1, located at 425 East "B" Street, approximately 0.3 miles to the northwest of the Project site.

The proposed building would be in accordance with the applicable provisions of the adopted California Fire Code (CFC) and the City's Municipal Code Section 4-4.01, ordinances, and standard conditions regarding fire prevention and suppression measures related to water improvement plans, fire hydrants, fire access, and water availability. The Project site is in a developed area currently served by the Ontario Fire Department. The Project will not require the construction of any new fire protection facilities or alteration of any existing fire protection facilities or cause a decline in the levels of service, which could cause the need to construct new fire protection facilities. Development impact fees (DIF) would also be collected in order to build and supply necessary infrastructure for fire protection services, as necessary. No impacts are anticipated.

Mitigation: None required.

ii. Police protection?

Discussion of Effects: Police protection services are provided by the Ontario Police Department (OPD). OPD's headquarters is located at 2500 S. Archibald Avenue, approximately 3.4 miles to the southeast of the Project site. The Project site is in a developed area, currently served by the Ontario Police Department. The Project plans would be reviewed and approved by the City's Building and Police Departments, which would ensure that adequate safety and crime prevention measures are provided within the Project's design. The Project will not require the construction of any new police protection facilities or alteration of any existing police protection facilities or cause a decline in the levels of service, which could cause the need to construct new police protection facilities. DIF would also be collected in order to build and supply necessary infrastructure for police protection services, as necessary. No impacts are anticipated.

Mitigation: None required.

iii. Schools?

Discussion of Effects: The City is served by the Ontario-Montclair School District. The Project Applicant proposes to demolish the existing industrial buildings and redevelop the site with a single industrial building. Implementation of the Project does not have the potential to result in substantial direct growth in the population, nor an increase in student population. The Project would be required to pay school fees as prescribed by state law prior to the issuance of building permits. No impacts are anticipated.

Mitigation: None required.

iv. Parks?

Discussion of Effects: The City of Ontario Recreation & Community Services Department operates and manages parks and park programs for the City. The Project would not introduce new residents to the City necessitating the need for additional parks. The Project will not require the construction of any new parks or alteration of any existing parks or cause a decline in the levels of service, which could cause the need to construct new park facilities. No impacts are anticipated.

Mitigation: None required.

v. Other public facilities?

Discussion of Effects: The Project would not introduce new residents to the City necessitating the need for additional public facilities. The Project will not require the construction of any new public facilities or alteration of any existing public facilities or cause a decline in the levels of service, which could cause the need to construct new public facilities. No impacts are anticipated.

Mitigation: None required.

16. RECREATION. Would the project:

a. 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: The Project is not proposing any significant new housing or large employment generator that would cause an increase in the use of neighborhood parks or other recreational facilities. No impacts are anticipated.

Mitigation: None required.

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

Discussion of Effects: The Project does not include recreational facilities or require the construction or expansion of recreational facilities. Implementation of the Project would not result in any adverse physical effects on the environment due to the construction of recreational facilities. No impacts are anticipated.

Mitigation: None required.

17. TRANSPORTATION/TRAFFIC. 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:

Project Trip Generation

Trip generation represents the amount of traffic that is attracted to and produced by a development project. The Institute of Transportation Engineers (ITE) Trip Generation Manual (2021) includes a trip generation rate for high-cube fulfillment center warehouse uses (ITE land use code 155) and high-cube cold storage warehouse uses (ITE land use code 157). According to the Project's Trip Generation Assessment, included as Appendix J.1, the Project is evaluated as a mix of the following uses: 85% high-cube fulfillment center warehouse and 15% high-cube cold storage warehouse. Based on the assumptions described above, the Project is anticipated to generate a total of 940 two-way trips per day with 52 Passenger Car Equivalent (PCE) AM peak hour trips and 64 PCE PM peak hour trips. However, when accounting for existing conditions, the Project is anticipated to generate 630 net new daily trips with 33 net new AM peak hour trips and 50 net new PM peak hour trips. The City of Ontario adheres to the County's Transportation Impact Study Guidelines 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 Project is calculated to generate fewer than 100 net new peak hour trips during the morning and evening peak hours and would contribute fewer than 50 net new peak hour trips to any study area intersection. As such, additional peak hour traffic operations analysis is not necessary based on the thresholds and standards included in the County's Guidelines (Urban Crossroads, 2022f).

Bicycle and Pedestrian Facilities

The Project site is not located along a bikeway. The closest bikeway to the Project site is located at Mission Boulevard, Euclid Avenue, and South Grove Avenue. The Project would be confined to the Project site and would not conflict within the existing bikeways. In addition, the Project would provide bike racks to accommodate bicycle access to the Project stie.

The Project site features (buildings, parking areas, etc.) would be connected by ADA compliant sidewalks and striped crosswalks within the parking areas to the existing ensure pedestrian access throughout Project site. Additionally, the Project would install sidewalk on East State Street and no changes would occur to the existing sidewalks on South Campus Avenue and South Bon View Avenue. Implementation of the Project would not interfere with the City's Active Transportation Plan. No impacts would occur.

Transit

Transit service to the City is provided by OmniTrans. The closest bus route to the Project site is Route 61with a bus stop located at the intersection of South Campus Avenue and East Holt Boulevard. The City of Ontario strives to provide a transit system that serves as a viable alternative to automobile travel. The Project would support transit use by improving existing pedestrian and bicycle facilities in the Project area. The Project would also increase the number of employees in

the area that may access the site by public transit. The Project would not introduce new features to any public road that would affect transit in the Project area. As such, a less than significant impact would occur.

Applicable policies pertaining to the Project contained therein are assessed in Table 17-1, *Mobility Element Policy Consistency Analysis*. As demonstrated, the Project would not conflict with the City's Mobility Element, and impacts associated with conflict of an applicable program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities would be less than significant.

Table 17-1 Mobility Element Policy Consistency Analysis

Policy	Project Consistency
Goal M-1: A system of roadways that meets the mobility needs of a dynamic and prosperous Ontario.	
Policy M-1.1 *Roadway Design and Maintenance*. We require our roadways to: 1. Comply with federal, state and local design and safety standards; 2. Meet the needs of multiple transportation modes and users; 3. Handle the capacity envisioned in the City of Ontario Master Plan of Streets and Highways; 4. Be maintained in accordance with best practices; 5. Be compatible with the streetscape and surrounding land uses; and 6. Promote the efficient flow of all modes of traffic through the implementation of intelligent transportation systems and travel demand management strategies.	**Consistent.** As a standard condition of approval, the Project would comply with all applicable federal, state, and local design and safety standards. In addition, the Project would provide sidewalks for pedestrian access and 14 short term and 14 long term bicycle spaces to meet the needs of multiple transportation modes and users. The Project area is generally surrounded by industrial and residential uses and the Project has been designed to be compatible with the streetscape and surrounding land uses. Therefore, the Project would be consistent with Policy M-1.1.
Policy M-1.6 Reduce Vehicle Miles Traveled. We will strive to reduce VMT through a combination of land use, transportation projects, travel demand management strategies, and other trip reduction measures in coordination with development projects and public capital improvement projects.	**Consistent.** As shown in Response 17.b, the Project would not exceed the City's VMT per SP impact threshold for both the baseline and cumulative conditions and impacts would be less than significant. Therefore, the Project would be consistent with Policy M-1.6.
Goal M-2: A system of trails and corridors that facilitate and encourage bicycling and walking.	
Policy M-2.1: Active Transportation. We maintain our Active Transportation Master Plan to create a comprehensive system of on- and off-street bikeways and pedestrian facilities that are safe, comfortable, and accessible and connect residential areas, businesses, schools, parks, and other key destination points.	**Consistent.** The Project site is not located along a bikeway. The closest bikeway to the Project site is located at Mission Boulevard, Euclid Avenue, and South Grove Avenue. The Project would be confined to the Project site and would not conflict within the existing bikeways. In addition, the Project would provide bike racks to accommodate bicycle access to the Project stie. Therefore, the Project would be consistent with Policy M-2.1.
Policy M-2.3: Pedestrian Walkways. We require streets to include sidewalks and visible crosswalks at major intersections where necessary to promote safe and convenient travel between residential areas, businesses,	**Consistent.** The Project site features (buildings, parking areas, etc.) would be connected by ADA compliant sidewalks and striped crosswalks within the parking areas to the existing ensure pedestrian access throughout Project site.

Policy	Project Consistency
schools, parks, recreation areas, and other key destination points.	Additionally, the Project would install sidewalk on East State Street and no changes would occur to the existing sidewalks on South Campus Avenue and South Bon View Avenue. Therefore, the Project would be consistent with Policy M-2.3.
Goal M-4: An efficient flow of goods through the City that maximizes economic benefits and minimizes negative impacts.	
Policy M-4.1: Truck Routes. We designate and maintain a network of City truck routes that provide for the safe and effective transport of goods while minimizing negative impacts on local circulation and noise-sensitive land uses, as shown on Exhibit M-04, Truck Routes. We will minimize conflicts on truck routes through the design and implementation of buffers between travel lanes and pedestrian and bicycle facilities on designated truck routes.	**Consistent.** According to Exhibit M-04, the closest truck routes to the Project site is Holt Boulevard to the north and Mission Boulevard to the South. Although the Project site is near a residential community, the Project would direct truck traffic associated with the Project away from residential areas and would not utilize City roads that prohibit truck traffic. The Project's trucks would be required to travel on designated truck routes to minimize negative impacts to local circulation and noise-sensitive land uses. Therefore, the Project would be consistent with Policy M-4.1.
Policy M-4.4: Environmental Considerations. We support both local and regional efforts to reduce/eliminate the negative environmental impacts of goods movement through the planning and implementation of truck routing and the development of a plan to evaluate the future needs of clean fueling/recharging and electrified truck parking.	**Consistent.** The Project site located in an area designated for industrial uses and within close proximity to I-10 and SR-83. which are major transportation facilities. The proposed building would accommodate the movement of goods throughout the region, which would shorten the length of vehicular trips and increase the reliability of the movement of goods throughout the region. Therefore, the Project would be consistent with Policy M-4.4.

Mitigation: None required.

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

Discussion of Effects: Changes to State CEQA Guidelines were adopted in December 2018, which requires all lead agencies to adopt vehicle miles traveled (VMT) as a replacement for automobile delay-based level of service (LOS) as the new measurement for identifying transportation impacts for land use projects. This statewide mandate took effect on July 1, 2020. To aid in this transition, the Governor's Office of Planning and Research (OPR) released a Technical Advisory on Evaluating Transportation Impacts in CEQA. Based on the Technical Advisory, The City of Ontario has developed and adopted their own VMT methodologies and thresholds, which were adopted by the City Council in June 2020.

City Guidelines identify Projects that meet certain VMT screening criteria may be presumed to result in a less than significant transportation impact. It is our understanding the City of Ontario utilizes the San Bernardino County Transportation Authority (SBCTA) VMT Screening Tool. The Screening Tool allows users to select an assessor's parcel number (APN) to determine if a project's location meets one or more of the screening thresholds for land use projects identified in the City Guidelines. The City Guidelines lists the following VMT screening criteria:

- Transit Priority Area (TPA) Screening
- Low VMT Area Screening
- Project Type Screening

A land use project need only meet one of the above screening criteria to result in a less than significant impact.

TPA Screening

Consistent with guidance identified in the City Guidelines, projects located within a Transit Priority Area (TPA) (i.e., within ½ mile of an existing "major transit stop" or an existing stop along a "high-quality transit corridor"[2]) may be presumed to have a less than significant impact absent substantial evidence to the contrary. However, the presumption may not be appropriate if a project:

- Has a Floor Area Ratio (FAR) of less than 0.75;
- Includes more parking for use by residents, customers, or employees of the project than required by the jurisdiction (if the jurisdiction requires the project to supply parking);
- Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Metropolitan Planning Organization); or
- Replaces affordable residential units with a smaller number of moderate or high-income residential units.

The Screening Tool was utilized to locate the Project site and its proximity to a TPA. The Project Site is located within ½ mile of an existing major transit stop, or along a high-quality transit corridor. The closest major transit stop is the Ontario Amtrak Station, approximately 0.47 miles to the west. However, the Project has a FAR of less than 0.75 and includes more parking than required. Therefore, the Project would not meet the TPA Screening threshold.

Low VMT Area Screening

As noted in the Technical Advisory, "Residential and office projects that locate in areas with low VMT and that incorporate similar features (density, mix of uses, and transit accessibility) will tend to exhibit similarly low VMT." The City Guidelines state that projects may be presumed to have a less than significant VMT impact if located in an already low VMT generating traffic analysis zones (TAZs) that generates a VMT per service population (SP) that is 15% below County of San Bernardino Baseline VMT per SP. The Screening Tool uses the sub-regional San Bernardino Transportation Analysis Model (SBTAM) to measure VMT performance within individual TAZ's within the region. The Project's physical location based on parcel number is selected in the Screening Tool to determine the TAZ in which the Project will reside. The Project's TAZs VMT per service population was compared to 15% below County of San Bernardino Baseline VMT per SP. The parcel containing the Project was selected and the Screening Tool was run for production-attraction (PA) VMT per service population, the Project is not located within a low VMT generating zone. Therefore, the Project would not meet the Low VMT Area Screening threshold.

Project Type Screening

The City Guidelines identify that local serving retail less than 50,000 square feet or other local serving essential services (e.g., day care centers, public schools, medical/dental office buildings, etc.) are presumed to have a less than significant impact absent substantial evidence

[2] Pub. Resources Code, § 21155 ("For purposes of this section, a high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.").

to the contrary. The Project as intended does not contain any local serving uses. Additionally, the City Guidelines state that small projects generating fewer than 110 daily vehicle trips or less may be presumed to have a less than significant impact, subject to discretionary approval by the City. Trips generated by the Project's proposed land uses have been estimated based on trip generation rates collected by the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition, 2021. The Project is anticipated to generate 698 daily vehicle trip-ends per day. Therefore, the Project generates daily vehicle trips exceeding the 110 daily vehicle trip threshold and the Project would not meet the Project Type Screening threshold.

VMT Analysis

As the Project was not found to meet any of the aforementioned VMT screening criteria, a project level VMT analysis, and is included as Appendix J.2, is prepared to assess the Project's potential impact to VMT. The City Guidelines have identified the following recommended threshold: a significant impact would occur if the project VMT per Service Population exceeds the Citywide average for Service Population under General Plan Buildout Conditions. As shown in Table 17-2, *Project VMT per SP*, the City of Ontario has identified a VMT per SP significance threshold of 36.2, which is the City of Ontario's General Plan Buildout. As the Project's baseline is 2022, the City's impact threshold has been interpolated to reflect the correct baseline year. As shown below, the Project would not exceed the City's VMT per SP impact threshold for both the baseline and cumulative conditions. (Urban Crossroads, 2022g)Therefore, the Project VMT impact would be less than significant.

Table 17-2 Project VMT per SP

	Baseline	**Cumulative**
Impact Threshold	36.2	36.2
Project	35.92	34.89
Percent Change	-0.77%	-3.61%
Potentially Significant?	No	No

Mitigation: None required.

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: The Project's potential to increase hazards as a result of a geometric design feature has been assessed to provide adequate truck access/circulation. The Project's circulation plan has been designed to be compatible with all foreseeable vehicles. Vehicular access would be provided via 2 driveways on East State Street, 2 driveways on South Campus Avenue, and 2 driveways on South Bon View Avenue. Driveways on South Campus Avenue and South Bon View Avenue would be restricted to passenger vehicles only with the southern driveway being right in and right out only. Driveways on East State Street would be restricted for truck access only. The driveways on East State Street are 40 feet wide and designed to accommodate the wide turning radius of the heavy trucks.

The Project area is generally characterized by industrial and residential uses. Traffic generated by the Project would be typical of a warehouse and be compatible with the type of traffic generated by the existing and surrounding development. In addition, all proposed improvements within the public right-of-way would be installed in conformance with City design standards. The City of Ontario Engineering Department reviewed the Project's application materials and determined that no hazardous transportation design features would be introduced

by the Project. At the time of final grading, landscape, and street improvement plans, the City will further review project access points to ensure adequate sight distance. Accordingly, the Project would not create or substantially increase safety hazards due to a design feature or incompatible use and impacts would be a less than significant.

Mitigation: None required.

d. Result in inadequate emergency access?

Discussion of Effects: The Project will be designed to provide access for all emergency vehicles and meet all applicable City of Ontario Fire and Police Department access requirements to ensure that adequate access would be provided for emergency vehicles at Project build out. During construction activities that include road and sidewalk improvements, the Project would provide adequate emergency access along abutting roadways during temporary construction activities within the public right-of-way. In addition, the Project would still allow emergency vehicles to access to the residential neighborhoods to the north and south. As a result, the Project would not a less than significant impact to emergency access.

Mitigation: None required.

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)?

   Discussion of Effects: As analyzed in Response 5.a, there are no resources on the Project site that are eligible for listing in the California Register of Historical Resources or in a local register of historical resources as defined by Public Resources Code Section 5020.1(k). Implementation of the Project would not result in a substantial adverse change in the significance of a listed historical resource. No impacts would occur.

   Mitigation: None required.

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: As of July 1, 2015, California Assembly Bill 52 (AB 52) was enacted and expanded CEQA by establishing a formal consultation process for California tribes within the CEQA process. The bill specifies that any project may affect or cause a substantial adverse change in the significance of a tribal cultural resource that would require a lead agency to "being consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project." Section 21074 of AB 52 also defines a new category of resources under CEQA called "tribal cultural resources." Tribal cultural resources are defined as "sites, features, places, cultural landscapes, sacred places, and object with cultural value to a California Native American tribe" and are either listed on or eligible for the California

Register of Historical Resources or a local historic register, or if the lead agency chooses to treat the resource as a tribal cultural resource.

In compliance with AB 52, the City of Ontario distributed letters on July 21, 2022 to those Native American tribes that requested notification for AB 52 notifying each tribe of the opportunity to consult with the City on the Project. One tribe, Gabrieleño Band of Mission Indians-Kizh Nation, requested consultation. On October 13, 2022, the City conducted consultation with the Gabrieleño Band of Mission Indians-Kizh Nation. As a result of the consultation process, mitigation measures were identified to address the potential discovery of tribal cultural resources during the Project's construction, which are included herein.

Because the Project would require excavation for construction into previously undisturbed soils, there is a potential to uncover undiscovered prehistoric artifacts or tribal cultural resources during excavation. Therefore, while unlikely, the presence of subsurface tribal cultural resources on the Project site remains possible, and these could be affected by ground-disturbing activities associated with grading and construction at the Project Site. Therefore, impacts if such resources are unearthed would be potentially significant.

Mitigation:

a. **Retain a Native American Monitor Prior to Commencement of Ground Disturbing Activities**: Prior to issuance of any permits allowing ground-disturbing activities in native soil, the Applicant shall ensure that a Native American Monitor approved by the Gabrieleno Band of Mission Indians - Kizh Nation has been retained for the Project. The monitor shall be retained prior to the commencement of any "ground-disturbing activity" for the 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.

- A copy of the executed monitoring agreement shall be submitted to the City of Ontario 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.

- 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 tribal cultural resources (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/City of Ontario upon written request to the Tribe.

- 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/City of Ontario 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/City that no future, planned construction activity and/or development/construction phase at the Project site possesses the potential to impact Kizh TCRs.

- 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.

b. **Unanticipated Discovery of Human Remains and Associated Funerary Objects:** 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

- 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, and Public Resources Code Section 5097.98 shall be followed. Native American human remains are defined in PRC 5097.98 (d){l) 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.

- Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2).

- 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).)

- 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.

- Any discovery of human remains/burial goods shall be kept confidential to prevent

further disturbance.

c. **Procedures for Burials and Funerary Remains:** 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.

- 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.

- 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.

- 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.

- 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.

- 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.

- 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 storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Discussion of Effects:

Water and Wastewater

The Project would include the installation of water and wastewater lines within the Project Site. Water would be accommodated via proposed water lines that would extend from the southwestern and southeastern corners of the building to an existing 12-inch water main on South Campus Avenue and an existing 6-inch water main at South Bon View Avenue that will be replaced with a 12-inch water main, respectively. Sewer would be accommodated via proposed sewer lines that would extend from the southwestern and southeastern corners of the building to an existing 15-inch sewer main on South Campus Avenue and an existing 18-inch sewer main at South Bon View Avenue.

Although the Project would result in new water and wastewater line connections, these connections would occur on-site and would be part of the Project's construction phase, which is evaluated throughout this IS/MND. The construction of the Project's water and wastewater lines necessary to serve the Project would not result in any significant physical effects on the environment that are not already identified and disclosed as part of this IS/MND. Impacts would be less than significant.

Stormwater Drainage

Stormwater will sheet flow from north to south and will be captured by proposed onsite inlets. The proposed on-site storm drain system will convey the flow into the proposed subsurface system located in the truck yard. Flow will continue to the existing 42-inch storm drain system located along South Bon View Avenue via an existing 18-inch storm drain. The South Bon View Avenue storm drain system will then discharges into the East State Street Storm Drain system located along State Street and Ontario Boulevard.

Refer to the analysis under Section 10, Hydrology and Water Quality Threshold c.ii, above. As discussed, stormwater runoff would be treated on site and would not require relocation or construction of new or expanded storm water drainage infrastructure which could cause significant environmental effects. Impacts would be less than significant.

Dry Utilities

Electricity will be provided by the Southern California Edison. Additionally, two fiber optic lines will be constructed: one along South Campus Avenue from the building entrance to the existing line and one along South Bon View Avenue with two handhole at the northern and southern ends. Connections to the existing utility networks are available in the Project area and any offsite improvements would occur within improved rights-of-way, which are inherent to the Project's construction phase and have been evaluated throughout this IS/MND. Because the Project site has been previously developed with industrial uses that requires electric power and

telecommunication services, implementation of the Project is not anticipated to limit the ability of service providers to provide service to Project. Therefore, the Project would not require or result in the construction or expansion of new facilities, and impacts would be less than significant.

Mitigation: None required.

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: OMUC is responsible for supplying potable water to the Project site. According to the OMUC's Urban Water Management Plan (UWMP), the City's water supply sources include: groundwater pumped from the Chino Basin; treated groundwater from the Chino Basin produced by the Chino Basin Desalter Authority; treated, imported water purchased from MWD through Water Facilities Authority; groundwater and/or surface water purchased from San Antonio Water Company; and recycled water purchased from IEUA (OMUC, 2021).

The UWMP includes an analysis of water supply reliability projected through 2045 under normal years, single dry year, and multiple dry years. OMUC's total water demand for 2020 was approximately 32,109 AF (OMUC, 2021). OMUC's forecasts for projected water demand based on the population projections of the Southern California Associations of Governments (SCAG), which rely on the adopted land use designations contained within the general plans that cover the geographic area within OMUC's service. Because the Project Applicant would redevelop the site with a use permitted under the Industrial land use designation, the Project would be consistent with the City's General Plan and, therefore, the water demand associated with the Project was considered in the demand anticipated by the 2020 UWMP and analyzed therein. As stated above, the City is anticipated to have adequate water supplies to meet all its demands until the year 2045 under a normal year, single dry year, and multiple dry years. Therefore, the City has sufficient water supplies available to serve the Project from existing entitlements/resources and no new or expanded entitlements are needed. Impacts would be less than significant

Mitigation: None required.

c. Result in a determination by the wastewater treatment provider that 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: IEUA is s responsible for supplying wastewater services to the Project site. There are four recycling plants (RPs) within the IEUA's service area. Regional Water Recycling Plant No. 1 (RP-1) is located in the city of Ontario and has been in operation since 1948. According to IEUA's 2020 UWMP, the current wastewater treatment capacity of RP-1 is 44 MGD, although it currently treats approximately 21 MGD. (IEUA, 2021)

The Project site is developed with approximately 200,840 s.f. of existing industrial buildings that requires wastewater treatment services. The Project Applicant would demolish the existing structure and redevelop the site with an approximately 336,761 s.f. building. The associated increase in wastewater generation would have a negligible effect on the wastewater treatment provider. The Project Applicant would redevelop the Project site with a use that is consistent with the site's underlying land use designation; therefore, the wastewater generation associated with the Project was considered in the demand anticipated by the City's Policy Plan EIR and the City's Sewer Master Plan and analyzed therein. As such, the IEUA's existing wastewater treatment facilities are anticipated to have adequate capacity to serve the Project's project demand in addition to its existing commitments. Impacts would be less than significant.

Mitigation: None required.

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: Solid waste generated during the operation of the Project is anticipated to be collected by the City of Ontario and is anticipated to be hauled to Badlands Sanitary Landfill or El Sobrante Landfill. The Badlands Sanitary Landfill has a permitted disposal capacity of 4,800 tons per day with a remaining capacity of 15,748,799 cubic yards. The Badlands Sanitary Landfill is estimated to reach capacity, at the earliest time, in the year 2022. (CalRecycle, 2021a) The El Sobrante Landfill is permitted to received 16,054 tons of solid waste per day with a remaining capacity of 143,977,170 ton. The El Sobrante Landfill is estimated to reach capacity, at the earliest time, in the year 2051 (CalRecycle, 2021b).

Based on the generation rate of 1.42 pounds per 100 s.f. per day, the proposed 336,761 s.f. building would result in approximately 4,782 pounds per day (2.39 tons per day). As previously stated, the Badlands Sanitary Landfill has a permitted disposal capacity of 4,800 tons per day and the El Sobrante Landfill has a permitted disposal capacity of 16,054 tons per day. The Project generated solid waste represents a nominal portion of the landfill's capacity and would not contribute significantly to the daily landfill capacity, and the landfill facilities are sufficient. Accordingly, impacts would be less than significant.

Mitigation: None required.

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

Discussion of Effects: The following federal and state laws and regulations govern solid waste disposal:

- AB 939 (Chapter 1095, Statutes of 1989), the California Integrated Waste Management Act of 1989 required each city, county, and regional agency to develop a source reduction and recycling element of an integrated waste management plan that contained specified components, including a source reduction component, a recycling component, and a composting component. With certain exceptions, the source reduction and recycling components were required to divert 50 percent of all solid waste from landfill disposal or transformation by January 1, 2000, through source reduction, recycling, and composting activities.

- AB 32 (Chapter 488, Statutes of 2006), the California Global Warming Solutions Act, established mandatory recycling as one of the measures to reduce GHG emissions adopted in the Scoping Plan by the California Air Resources Board.

- AB 341 (Chapter 476, Statutes of 2011) requires that all "commercial" generators of solid waste (businesses, institutions, and multifamily dwellings) establish recycling and/or composting programs. AB 341 goes beyond AB 939 and establishes the new recycling goal of 75 percent by 2020.

The Project would implement the requirements of the City's Integrated Waste Department's Refuse & Recycling Planning Manual on refuse and recycling storage and access

for service, as well as addressing the City's recycling goals. The requirements of Chapter 3, Integrated Waste Management, of the Municipal Code will also be implemented to ensure that the Project complies with all applicable state and federal laws. Therefore, no impacts are anticipated.

Mitigation: None required.

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?

Discussion of Effects: The State Responsibility Area (SRA) is the land where the State of California is financially responsible for the preservation and suppression of wildfires. The SRA does not include lands within city boundaries or in federal ownership; therefore, the Project site does not have the potential to be in an SRA. According to the California Department of Forestry and Fire Protection's fire hazard map for the Local Responsibility Area (LRA), the Project site is not within a Very High Fire Hazard Severity Zone (CAL FIRE, 2008).

The City updated the Local Hazard Mitigation Plan prepared by the Office of Emergency Management in 2018. The purpose of the Hazard Mitigation Plan (HMP) is to demonstrate the plan for reducing and/or eliminating risk in the City of Ontario, California. The HMP process encourages communities to develop goals and projects that will reduce risk and build a more disaster resilient community by analyzing potential hazards.

Construction of the Project would be generally confined to the Project site and would not physically impair access to the site or the Project area. During both construction and long-term operation, the Project would be required to maintain adequate emergency access for emergency vehicles as required by the City and the Ontario Fire Department. Because the Project is required to comply with all applicable City codes and is not located in a very high fire severity zone, any emergency evacuation or emergency response plan impacts would be reduced to a less than significant level. Therefore, impacts are less than significant.

Mitigation: None required.

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?

Discussion of Effects: As demonstrated above, the Project site is not in or near an SRA or LRA or lands classified as high fire severity zones. Implementation of the Project would not add wildland vegetation to the Project site or change site topography (such as adding large slopes) so as to exacerbate wildfire spread. Adjacent areas to the Project site are also urbanized; therefore, there are no wildlands adjacent to the site that may expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire due to slope and prevailing winds. Therefore, no impacts are anticipated.

Mitigation: None required.

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: The Project would not require the installation of infrastructure that would exacerbate fire risk. The Project would connect to the existing OMUC 12-inch water main on South Campus Avenue and an existing 6-inch water main at South Bon View Avenue that will be replaced with a 12-inch water main, respectively. Sanitary sewer service to the Project site would be provided by IEUA. Sewer would be accommodated via proposed sewer lines that would extend from the southwestern and southeastern corners of the building to an existing 15-inch sewer main on South Campus Avenue and an existing 18-inch sewer main at South Bon View Avenue.

Although the Project would require the installation of utility infrastructure and utility infrastructure connection, the construction of these improvements is inherent to the Project's construction phase and impacts associated with the Project construction phase are evaluated throughout this IS/MND. In addition to the Project's utility infrastructure, the Project would result in the installation of on-site fire hydrants, that are designed in accordance with the Ontario Fire Department standards. The internal waterlines are anticipated to supply sufficient fire flows and pressure to meet the demands required for on-site fire hydrants. Therefore, the proposed connections to existing infrastructure would not be anticipated to exacerbate fire risk on or off-site or result in temporary or ongoing impacts to the environment. Impacts would be less than significant.

Mitigation: None required.

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: As discussed above, the Project site is not located within a landslide zone (DOC, 2021) or in a FEMA flood zone (FEMA, 2015). Regardless of the landslide susceptibility, the Project would be required by the California Building Code (CBC) and City's Building Code to comply with the recommendations identified in the Project's Preliminary Geotechnical Investigation, which would ensure that the Project is engineered and constructed to maximize stability and preclude safety hazards to on-site areas. The implementation of the Project would not increase the risk of landslides after a wildfire compared to existing conditions. Impacts would be less than significant.

Moreover, the Project would result in minor changes to the existing drainage patterns of the Project site. However, such changes would not increase the rate or amount of surface runoff in a manner which would result in flooding or result in substantial erosion or siltation on- or off-site. The Project would replace the existing developed site with a single industrial building and would not add wildland vegetation that would not readily transmit wildfire. Therefore, the Project would reduce the risk of wildfire spread. In the event that wildfire occurs in the Project vicinity, the Project would not result in an increased risk of downslope or downstream flooding because it is within an area of minimal flooding and Project runoff would be adequately conveyed by the existing storm drain infrastructure. Therefore, the implementation of the Project would not increase the risk of downslope or downstream flooding. Impacts would be less than significant.

Based on the foregoing analysis, the Project is not anticipated to expose people or structure to significant risks, including downslope or downstream flooding or landslides as a result of runoff, postfire instability, or drainage change. Impacts would be less than significant.

Mitigation: None required.

21. MANDATORY FINDINGS OF SIGNIFICANCE.

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

Discussion of Effects: The Project site is in a highly urbanized area of the City that is already developed with industrial uses. As discussed in Biological Resources Section of the IS/MND, potentially significant biological impacts are not anticipated because the Project site is developed and there are no rare or endangered plants or animal species within the Project site. Additionally, as indicated in the Cultural Resources section, the Project site is not included on the National Register of Historic Places, California Register of Historical Resources, or a local register of historical resources, nor is it eligible for listing. Therefore, no impacts are anticipated.

Mitigation: None required.

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

Discussion of Effects: As identified through the analysis presented in this IS/MND, with the implementation of Project-specific mitigation measures identified herein, the Project would have no impact or less than significant impacts related to each topical issue after mitigation on a direct or cumulatively considerable basis. The Project site is developed and redevelopment of the site to accommodate a warehouse building would result in minimal environmental impacts. All potential Project impacts were related to temporary construction-related grading activities (e.g,], cultural resources, geology and soils [paleontological resources], hazards and hazardous materials, and tribal cultural resources). Even without mitigation measures for temporary construction-related impacts, to due to their site-specific nature, none of the impacts would be considered cumulative considerable. The Project would have less than significant cumulative impacts.

Mitigation: None required.

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

Discussion of Effects: The Project's potential to result in environmental effects that could adversely affect human beings, either directly or indirectly, has been discussed throughout this IS/MND. The Project would result in less than significant impacts related to air quality and associated effects on human health from air pollutants, GHG emissions, compliance with mandatory regulatory requirements associated with potential ACM and LBP exposure, and construction-related noise and potential effects on hearing impairment.

Mitigation: None required.

EARLIER ANALYZES

(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 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 Final Environmental Impact Report

b) The Ontario Plan/Policy 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) 395-2036.

2) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of, and adequately analyzed in, an earlier document pursuant to applicable legal standards.

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MITIGATION MEASURES

(For effects that are "Less than Significant with Mitigation Incorporated," describe the mitigation measures, which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.)

1. Cultural Resources—The following mitigation measures shall be required:

   Prior to issuance of any permits allowing ground-disturbing activities in native soil, the City of Ontario shall ensure that an archeologist who meets the Secretary of the Interior's Standards for professional archaeology has been retained for the project and will be on-call during all grading and other substantive ground-disturbing activities. The Qualified Archaeologist shall ensure that the following measures are followed for the project:

   - Prior to any ground disturbance, the Qualified Archaeologist, or their designee, shall provide worker environmental awareness protection training to construction personnel regarding regulatory requirements for the protection of archaeological resources. As part of this training, construction personnel shall be briefed on proper procedures to follow should a suspected archaeological resource be encountered during construction.

   - In the event that a suspected archaeological resource is encountered during any

phase of project construction, all construction work within 50 feet (15 meters) of the find shall cease and the Qualified Archaeologist shall assess the find for importance. Construction activities may continue in other areas. If the discovery is determined to not be important by the Qualified Archaeologist, work will be permitted to continue in the area.

- If a find is determined to be important by the Qualified Archaeologist, additional investigation would be required, or the find can be preserved in place as recommended by the Qualified Archaeologist and construction may be allowed to proceed.

- Additional investigation work would include scientific recording and excavation of the important portion of the find.

- If excavation of a find occurs, the Qualified Archaeologist shall draft a report within 60 days of conclusion of excavation that identifies the find and summarizes the analysis conducted. The completed report shall be approved by the City's Planning Director and filed with the County and with the South-Central Coastal Information Center at California State University, Fullerton.

- Excavated finds shall be curated at a repository determined by the Qualified Archaeologist and approved by the City.

2. Geology and Soils—The following mitigation measures shall be implemented:

Prior to the issuance of a grading permit, the Applicant shall provide written evidence to the Community Development Department that the Applicant has retained a qualified paleontologist to respond on an as-needed basis to address unanticipated paleontological discoveries. If paleontological resources are encountered during the course of ground disturbance, the paleontological monitor shall have the authority to temporarily redirect construction away from the area of the find in order to assess its significance. In the event that paleontological resources are encountered when a paleontological monitor is not present, work in the immediate area of the find shall be redirected, and a paleontologist should be contacted to assess the find for significance. If determined to be significant, the fossil shall be collected and prepared to the point of identification, identified to the lowest taxonomic level possible, cataloged, and curated into the permanent collections of a museum repository. At the conclusion of curation, a report of findings shall be prepared to document the results of the monitoring program.

3. Hazardous and Hazardous Materials—The following mitigation measures shall be implemented:

Prior to the issuance of a grading permit, if a UST is discovered onsite, soil sampling shall be conducted below and in the immediate vicinity of the UST and associated piping. The soil survey shall be prepared by a qualified environmental professional prior to further work, as appropriate. The Project Applicant shall submit the results of the soil survey to the City of Ontario (City) Building Department. The environmental professional shall provide recommendations, as applicable, regarding soil/waste management, worker health and safety training, and regulatory agency notifications, in accordance with local, state, and federal requirements. Work shall not resume in the area(s) affected until these recommendations have been implemented under the oversight of the City or regulatory agency, as appropriate.

4. Tribal Cultural Resources—The following mitigation measures shall be implemented:

    a. **Retain a Native American Monitor Prior to Commencement of Ground Disturbing Activities**: Prior to issuance of any permits allowing ground-disturbing activities in native soil, the Applicant shall ensure that a Native American Monitor approved by the Gabrieleno Band of Mission Indians - Kizh Nation has been retained for the Project. The monitor shall be retained prior to the commencement of any "ground-disturbing activity" for the 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.

    - A copy of the executed monitoring agreement shall be submitted to the City of Ontario 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.

    - 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 tribal cultural resources (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/City of Ontario upon written request to the Tribe.

    - 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/City of Ontario 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/City that no future, planned construction activity and/or development/construction phase at the Project site possesses the potential to impact Kizh TCRs.

    - 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.

    b. **Unanticipated Discovery of Human Remains and Associated Funerary Objects:** 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.

- If Native American human remains and/or grave goods are 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, and Public Resources Code Section 5097.98 shall be followed. Native American human remains are defined in PRC 5097.98 (d){l) 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.

- Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2).

- 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).)

- 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.

- Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.

c. **Procedures for Burials and Funerary Remains:** 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.

- 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.

- 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.

- 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.

- 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.

- 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.

- 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.

Project File No.: East State Street Warehouse Project (PDEV22-010 & PMTT22-008)

Project Sponsor: Prologis, Inc. ; 3546 Concours Street, Ontario, CA 91764

Lead Agency/Contact Person: Luis Batres, City of Ontario, Planning Department, 303 East B Street, Ontario, California 91764, (909) 395-2036

Mitigation Measures/Implementing Action	*Responsible for Monitoring*	*Monitoring Frequency*	*Timing of Verification*	*Method of Verification*	*Verified (Initial/Date)*	*Sanctions for Non-Compliance*
1. CULTURAL RESOURCES						
Prior to issuance of any permits allowing ground-disturbing activities in native soil, the City of Ontario shall ensure that an archeologist who meets the Secretary of the Interior's Standards for professional archaeology has been retained for the project and will be on-call during all grading and other substantive ground-disturbing activities. The Qualified Archaeologist shall ensure that the following measures are followed for the project: • Prior to any ground disturbance, the Qualified Archaeologist, or their designee, shall provide worker environmental awareness protection training to construction personnel regarding regulatory requirements for the protection of archaeological resources. As part of this training, construction personnel shall be briefed on proper procedures to follow should a suspected archaeological resource be encountered during construction. • In the event that a suspected archaeological resource is encountered during any phase of project construction, all construction work within 50 feet (15 meters) of the find shall cease and the Qualified Archaeologist shall assess the find for importance. Construction activities may continue in other areas. If the discovery is determined to not be important by the Qualified Archaeologist, work will be permitted to continue in the area.	Building Dept Planning Dept	Grading Plan issuance	Prior to issuance of grading permits	On-site inspection		Withhold grading permit

Mitigation Measures/Implementing Action	*Responsible for Monitoring*	*Monitoring Frequency*	*Timing of Verification*	*Method of Verification*	*Verified (Initial/Date)*	*Sanctions for Non-Compliance*
• If a find is determined to be important by the Qualified Archaeologist, additional investigation would be required, or the find can be preserved in place as recommended by the Qualified Archaeologist and construction may be allowed to proceed. • Additional investigation work would include scientific recording and excavation of the important portion of the find. • If excavation of a find occurs, the Qualified Archaeologist shall draft a report within 60 days of conclusion of excavation that identifies the find and summarizes the analysis conducted. The completed report shall be approved by the City's Planning Director and filed with the County and with the South-Central Coastal Information Center at California State University, Fullerton. • Excavated finds shall be curated at a repository determined by the Qualified Archaeologist and approved by the City.						
2. GEOLOGY & SOILS						
Prior to the issuance of a grading permit, the Applicant shall provide written evidence to the Community Development Department that the Applicant has retained a qualified paleontologist to respond on an as-needed basis to address unanticipated paleontological discoveries. If paleontological resources are encountered during the course of ground disturbance, the paleontological monitor shall have the authority to temporarily redirect construction away from the area of the find in order to assess its significance. In the event that paleontological resources are encountered when a paleontological monitor is not present, work in the immediate area of the find shall be redirected, and a paleontologist should be contacted to assess the find for significance. If determined to be significant, the fossil shall be collected and prepared to the point of identification, identified to the lowest taxonomic level possible, cataloged, and curated into the permanent collections of	Planning Dept	Grading Plan issuance	Prior to issuance of grading permits	On-site inspection		Withhold grading permit

Mitigation Measures/Implementing Action	*Responsible for Monitoring*	*Monitoring Frequency*	*Timing of Verification*	*Method of Verification*	*Verified (Initial/Date)*	*Sanctions for Non-Compliance*
a museum repository. At the conclusion of curation, a report of findings shall be prepared to document the results of the monitoring program.						
3. HAZARDOUS AND HAZARDOUS MATERIALS						
Prior to the issuance of a grading permit, if a UST is discovered onsite, soil sampling shall be conducted below and in the immediate vicinity of the UST and associated piping. The soil survey shall be prepared by a qualified environmental professional prior to further work, as appropriate. The Project Applicant shall submit the results of the soil survey to the City of Ontario (City) Building Department. The environmental professional shall provide recommendations, as applicable, regarding soil/waste management, worker health and safety training, and regulatory agency notifications, in accordance with local, state, and federal requirements. Work shall not resume in the area(s) affected until these recommendations have been implemented under the oversight of the City or regulatory agency, as appropriate.	Building Dept & Planning Dept	Grading Plan issuance	Prior to issuance of grading permits	On-site inspection		Withhold grading permit
4. TRIBAL CULTURAL RESOURCES						
a. **Retain a Native American Monitor Prior to Commencement of Ground Disturbing Activities**: Prior to issuance of any permits allowing ground-disturbing activities in native soil, the City of Ontario shall ensure that a Native American Monitor from or approved by the Gabrieleno Band of Mission Indians - Kizh Nation has been retained for the Project. The monitor shall be retained prior to the commencement of any "ground-disturbing activity" for the 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. • A copy of the executed monitoring agreement shall be submitted to the City of Ontario prior to the earlier of the commencement of any ground-disturbing activity, or the issuance of any permit necessary to	Building Dept & Planning Dept	Grading Plan issuance	Prior to issuance of grading permits	On-site inspection		Withhold grading permit

Mitigation Measures/Implementing Action	*Responsible for Monitoring*	*Monitoring Frequency*	*Timing of Verification*	*Method of Verification*	*Verified (Initial/Date)*	*Sanctions for Non-Compliance*
commence a ground-disturbing activity. • 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 tribal cultural resources (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/City of Ontario upon written request to the Tribe. • 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/City of Ontario 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/City that no future, planned construction activity and/or development/ construction phase at the Project site possesses the potential to impact Kizh TCRs. • 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						

Mitigation Measures/Implementing Action	*Responsible for Monitoring*	*Monitoring Frequency*	*Timing of Verification*	*Method of Verification*	*Verified (Initial/Date)*	*Sanctions for Non-Compliance*
purposes.						
b. **Unanticipated Discovery of Human Remains and Associated Funerary Objects:** 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. • 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, and Public Resources Code Section 5097.98 shall be followed. Native American human remains are defined in PRC 5097.98 (d){l) 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. • Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2). • 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	Building Dept & Planning Dept	Grading Plan issuance	Prior to issuance of grading permits	On-site inspection		Withhold grading permit

Mitigation Measures/Implementing Action	*Responsible for Monitoring*	*Monitoring Frequency*	*Timing of Verification*	*Method of Verification*	*Verified (Initial/Date)*	*Sanctions for Non-Compliance*
that determination (along with any other mitigation measures the Kizh monitor and/or archaeologist deems necessary). (CEQA Guidelines Section 15064.5(f).) • 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. • Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.						
c. **Procedures for Burials and Funerary Remains:** 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. • 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. • 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	Building Dept & Planning Dept	Grading Plan issuance	Prior to issuance of grading permits	On-site inspection		Withhold grading permit

Mitigation Measures/Implementing Action	*Responsible for Monitoring*	*Monitoring Frequency*	*Timing of Verification*	*Method of Verification*	*Verified (Initial/Date)*	*Sanctions for Non-Compliance*
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. • 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. • 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. • 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. • The Tribe will work closely with the Project's qualified archaeologist to ensure that the excavation is treated						

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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.						