Draft Environmental Impact Report

SCH No. 2022090006

5355 East Airport Drive

City of Ontario, California

Lead Agency:

City of Ontario
303 East "B" Street
Ontario, CA 91764

August 2023

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Lead Agency Discretionary Permits
Development Plan PDEV22-017

August 2023

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ACRONYMS AND ABBREVIATIONS

Acronym	Definition
§	Section
>	greater than
≥	greater than or equal to
a.m.	Ante Meridiem (between the hours of midnight and noon)
AAQS	Ambient Air Quality Standards
AB	Assembly Bill
AB 52	Native Americans: California Environmental Quality Act
AB 1493	Pavley Fuel Efficiency Standards
AB 1327	California Solid Waste Reuse and Recycling Act
AB 939	California Solid Waste Integrated Management Act
AB 1881	California Assembly Bill 1881, California Water Conservation Act of 2006
AC	Acres
ACMs	Asbestos Containing Materials
A.D.	Anno Domini
ADP	Area Drainage Plan
AERMOD	Air Quality Dispersion Modeling
ADT	Average Daily Traffic
AFY	Acre Feet per Year
AIA	Airport Influence Area
ALUC	Airport Land Use Commission
ALUCP	Airport Land Use Compatibility Plan
AMSL	Above Mean Sea Level
A-P Act	Alquist-Priolo Earthquake Fault Zoning Act
APN	Assessor Parcel Number
AQMP	Air Quality Management Plan
ASTM	American Society of Testing and Materials
ASTs	Above ground storage tanks
Av.	Avenue
BACM	Best Available Control Measure
BAU	Business as Usual
B.C.	Before Christ
bgs	Below ground surface
Blvd.	Boulevard
BMPs	Best Management Practices

BLM	Bureau of Land Management
C_2F_6	Hexafluoroethane
C_2H_6	Ethane
CA	California
CAA	Federal Clean Air Act
CAAQS	California Ambient Air Quality Standards
CAFE	Corporate Average Fuel Economy
CalEEMod™	California Emissions Estimator Model
CalEPA	California Environmental Protection Agency
CALGreen Code	California Green Building Standards Code
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CASQUA	California Stormwater Quality Association
CAW	California American Water
CBC	California Building Code
CBSC	California Building Standards Code
CCR	California Code of Regulations
CCAA	California Clear Air Act
CDC	California Department of Conservation
CDD	Community Development Director
CDE	California Department of Education
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEPA	California Environmental Protection Agency
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CESA	California Endangered Species Act
CETAP	Community & Environmental Transportation Acceptability Process
CFC	California Fire Code
CFCs	Chlorofluorocarbons
C_2F_6	Hexaflouroethane
CF_4	Tetraflouromethane
CF_3CH_2F	HFC-134a
CFR	Code of Federal Regulations
CFS	Cubic Feet per Second
CGS	California Geologic Survey
CH	Conservation Habitat

C_2H_6	Ethane
CH4	Methane
CH_3CHF_2	HFC-152a
CHF_3	HFC-23
CHHSL	California Human Health Screening Level
CHP	combined heat and power
CHRIS	California Historic Resources Information System
CIWMB	California Integrated Waste Management Board
CLCA	California Land Conservation Act
CLUP	Comprehensive Land Use Plan
CMP	Congestion Management Program
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CO	Carbon Monoxide
COG	Council of Governments
CO_2	Carbon Dioxide
CO_2e	Carbon Dioxide Equivalent
COHb	carboxyhemoglobin
CPUC	California Public Utilities Commission
CREED	Citizens for Responsible Equitable Environmental Development
CSU	California State University
CSRG	Conservation Summary Report Generator
CTC	California Transportation Commission
CTP	Clean Truck Program
CUP	Conditional Use Permit
CWA	Clean Water Act
CWC	California Water Code
CY	Cubic Yards
CZ	Change of Zone
dB	Decibel
dBA	A-weighted Decibels
DEH	Department of Environmental Health
DIF	Development Impact Fee
DOSH	Division of Occupational Safety and Health
DP	Development Permit
DPM	Diesel Particulate Matter
DRC	Design Review Committee
DRRP	Diesel Risk Reduction Plan
DTSC	Department of Toxic Substances Control

DU	Dwelling Unit
DU/AC	Dwelling units per acre
DWR	Department of Water Resources
E+A+P	Existing plus Ambient Growth plus Project Conditions
E+A+P+C	Existing plus Ambient Growth plus Project Conditions plus Cumulative Conditions
E+P	Existing plus Project Conditions
ECS	Environmental Constraints Sheet
EDR	EDR Sanborn
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EMFAC	Emission Factor Model
EO	Executive Order
EPA	Environmental Protection Agency
EPCRA	Emergency Planning and Community Right-To-Know Act
EPS	Emission Performance Standard
ESA	Environmental Site Assessment
et seq.	et sequentia, meaning "and the following"
EV	Electric Vehicle
F	Fahrenheit
FAA	Federal Aviation Administration
FAR	floor area ratio
FAR	Federal Aviation Regulations
FEIR	Final Environmental Impact Report
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
FHSZ	Fire Hazard Severity Zone
FIRM	Flood Insurance Rate Map
FHA	Federal Housing Administration
FHWA	Federal Highway Administration
FIA	Fiscal Impact Analysis
FICON	Federal Interagency Committee on Noise
FMMP	Farmland Mapping and Monitoring Program
FTA	Federal Transit Association
FY	Fiscal Year
FYI	For Your Information

GCC	Global Climate Change
Gg	Gigagrams
GHG	Greenhouse Gas
GIS	Geographic Information System
GISD	Geographic Information Services Database
$GgCO_2e$	Gigagrams of carbon dioxide equivalent
GLO	General Land Office
GP	General Plan
GPA	General Plan Amendment
gpd	Gallons per Day
gpm	Gallons per minute
GPS	Global Positioning System
GSA	Groundwater Sustainability Agencies
GVWR	Gross Vehicle Weight Rating
GWP	Global Warming Potential
H_2O	Water Vapor
HCM	Highway Capacity Manual
HCP	Habitat Conservation Plan
HCS+	Highway Capacity Software Plus
HDV	Heavy-duty vehicles
HFCs	Hydrofluorocarbons
HI	Hazard Index
HMBEP	Hazardous Materials Business Emergency Plan
HMMD	Hazardous Materials Management Division
HMMP	Hazardous Materials Management Plan
HMTA	Hazardous Materials Transportation Act
HMTAUSA	Hazardous Materials Transportation Uniform Safety Act
Hp	horsepower
HPLV	High Pressure Low Volume
HRI	Historical Resource Inventory
HSC	Health and Safety Code
HUC	Hydrologic Unit Code
HVAC	Heating, Ventilation, and Air Conditioning
I	Interstate
i.e.	that is
IA	Implementing Agreement
IBC	International Building Code
ID	Identification

IEPR	Integrated Energy Policy Report
INCE	Institute of Noise Control Engineering
IPA	Inland Port Airport
IPCC	Intergovernmental Panel on Climate Change
IRP	Installation Restoration Program
IS	Initial Study
ITE	Institute of Transportation Engineers
ITS	intelligent transportation systems
JD	Jurisdictional Delineation
JPA	Joint Powers Authority
JPR	Joint Project Review
kg	kilogram
kBTU	kilo-British thermal units
kWh	kilowatt-hour
LBP	Lead based paint
lbs	pounds
LCA	Life-cycle analysis
LCFS	low carbon fuel standard
LDA	Light duty autos
LDV	Light duty vehicles
LED	light-emitting diode
Leq	equivalent continuous sound level
LHD	light-heavy duty trucks
LID	low impact development
Lmax	Maximum level measured over the time interval
Lmin	Maximum level measures over the time interval
LOS	Level of Service
LSTs	Localized Significance Thresholds
LUST	Leaking Underground Storage Tank
M_3	Cubic Meter
MACT	Maximum achievable control technology
MBTA	Migratory Bird Treaty Act
MC	Municipal Code
MDP	Master Drainage Plan
MEISC	maximally exposed individual school child
MEIR	maximally exposed individual receptor
MEIW	maximally exposed individual worker

mg	milligrams
MGD	million gallons per day
MH	medium-heavy duty truck
MICR	Maximum Individual Cancer Risk
MM	Mitigation Measure
MMRP	Mitigation Monitoring and Reporting Program
MMTs	million metric tons
$MMTCO_2e$	million metric tons of carbon dioxide equivalent
MND	Mitigated Negative Declaration
Mph	Miles per hour
MPO	Metropolitan Planning Organization
MRZ-3	Mineral Resource Zone 3
MRF	Material Recovery Facility
MS4	Municipal Separate Storm Sewer System
MT	metric ton
$MTCO_2e$	Metric Tons of Carbon Dioxide Equivalent
MUTCD	Manual on Uniform Traffic Control Devices
MWD	Metropolitan Water District
N/A	Not Applicable
n/o	North of
N2	Nitrogen
n.d.	no date
NAHC	Native American Heritage Commission
NAAQS	National Ambient Air Quality Standards
NATA	National Air Toxic Assessment
NB	Northbound
ND	Negative Declaration
NDC	nationally determined contributions
NESHAP	National Emission Standards for Hazardous Air Pollutants
NFIP	National Flood Insurance Program
NHP	National Register of Historic Places
NHPA	National Historic Preservation Act
NIOSH	National Institute for Occupational Safety and Health
No.	Number
NO	Nitric Oxide
NO_2	Nitrogen Dioxide
NO_X	Nitrogen Oxides
N_2	Nitrogen
N_2O	Nitrous Oxide

NOP	Notice of Preparation
NPDES	National Pollutant Discharge Elimination System
NPC	National Park Service
NPDES	National Pollutant Discharge Elimination System
NPL	National Priorities List
NRCS	Natural Resources Conservation Service
O_2	Oxygen
O_3	Ozone
OD	Officially Designated
OEHHA	Office of Environmental Health Hazard Assessment
OHWM	Ordinary High-Water Mark
OPR	Office of Planning and Research
OSHA	Occupational Safety and Health Assessment
Ord.	Ordinance
Pb	Lead
PCBs	Polychlorinated biphenyls
PCEs	Passenger Car Equivalents
PDF	Project Design Feature
PF	Public Facilities land use designation
PFCs	Perfluorocarbons
PHF	peak hour factor
P-I	Public Institutional land use designation
p.m.	Post Meridiem (between the hours of noon and midnight)
PM	Particulate Matter
$PM_{2.5}$	Fine Particulate Matter (2.5 microns or smaller)
PM_{10}	Fine Particulate Matter (10 microns or smaller)
Porter-Cologne	Porter-Cologne Water Quality Control Act
ppb	parts per billion
ppm	parts per million
pp.	pages
ppt	parts per trillion
PPV	peak particle velocity
PRC	Professional Regulation Commission
PRC	Public Resources Code
PSE	Public Safety Element
PV	photovoltaic

RBBD	Road and Bridge Benefit District
RCA	Regional Conservation Authority
RCP	Reinforced Concrete Pipe
RCP	Regional Comprehensive Plan
RCNM	Roadway Construction Noise Model
RCRA	Resource Conservation and Recovery Act
Rd.	Road
REC	Recognized environmental Concerns
RECLAIM	Regional Clean Air Incentives Market
REL	Reference Exposure Level
REMEL	Reference Mean Emission Level
RIX	Rapid Infiltration Extraction
RME	resource management element
RMP	Resource Management Plan
RMS	root mean square
ROGs	Reactive Organic Gasses
ROW	Right of Way
RPS	Renewable Portfolio Standards
RPZ	Runway Protection Zone
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agency
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
RV	Recreational Vehicle
RWQCB	Regional Water Quality Control Board
SF/s.f.	square foot or square feet
SARA	Superfund Amendments and Reauthorization Act
SB18	Bill of Rights for Children and Youth of California
SB	Southbound
SB	Senate Bill
SB 375	California Senate Bill 375, Sustainable Communities and Climate Protection Act of 2008
SCAB	South Coast Air Basin
SCAG	Sothern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCCIC	South Central Coastal Information Center
SCH	California State Clearinghouse (Office of Planning and Research)
SCS	Sustainable Communities Strategy
SCWR	Southern Cottonwood Willow Riparian
SF_6	Sulfur Hexafluoride

SLF	Sacred Lands File
SGMA	Sustainable groundwater management act
SHMA	Seismic Hazards Mapping Act
SIP	State Implementation Plan
SO_2	Sulfur Dioxide
SO_4	Sulfates
SO_X	Sulfur Oxides
SOI	Sphere of Influence
SR	State Route
SRA	Source Receptor Area
St.	Street
STC	Sound Transmission Class
SURRGO	Soil Survey Geographic
SUSMP	Standard Urban Stormwater Management Plan
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Regional Control Board
TAC	Toxic Air Contaminants
TBD	To be determined
TEA-21	Transportation Equality Act for 21st Century
TIA	Traffic Impact Analysis
TNW	Traditional Navigable Water
TPM	Tentative Parcel Map
TRUs	Transportation Refrigeration Units
TS	Traffic Signal
TSCEA	Toxic Substance Control Act
TSF	Thousand Square Feet
TTM	Tentative Tract Map
TUMF	Transportation Uniform Mitigation Fee
µg	microgram
UBC	Uniform Building Code
UNFCCC	United Nations' Framework Convention on Climate Change
URBEMIS	URBan EMISsions
U.S.	United States
USACE	United States Army Corps of Engineers
USCB	United States Census Bureau
USEPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
USGS	United Stated Geological Society

USTs	Underground storage tanks
UWMP	Urban Water Management Plan
V/C	Volume to Capacity Ratio
VFP	Vehicle Fueling Positions
VHFHSZ	Very High Fire Hazard Severity Zone
VMT	Vehicle Miles Traveled
VOCs	Volatile Organic Compounds
VPH	Vehicles per Hour
WDR	Water discharge report
WoUS	Waters of the United States
WoS	Waters of the State
WQMP	Water Quality Management Plan
WRF	Water Reclamation Facility
WRP	Water Reclamation Plan
WRRA	Water Reuse and Recycle Act
WSA	Water Supply Assessment
YBP	Years before Present
Yr	year
ZC	Zone change

S.0 EXECUTIVE SUMMARY

S.1 INTRODUCTION

The California Environmental Quality Act (CEQA) as codified in Public Resources Code Section 21000, *et seq.* requires that before a public agency makes a decision to approve a project that could have one or more adverse effects on the physical environment, the agency must inform itself about the project's potential environmental impacts, give the public an opportunity to comment on the environmental issues, and take feasible measures to avoid or reduce potential harm to the physical environment.

This Environmental Impact Report (EIR) (California State Clearinghouse (SCH) No. 202209006) was prepared in accordance with CEQA Guidelines Article 9, Sections 15120-15132 to evaluate the potential environmental impacts associated with planning, constructing, and operating the proposed 5355 East Airport Drive Project (hereinafter, the "Project" or "proposed Project"). This EIR does not recommend approval or denial of the Project; rather, this EIR is a source of factual information regarding potential impacts to the physical environment that may result from the Project's implementation. The Draft EIR will be available for public review for a minimum period of 45 days. After consideration of public comment, the City of Ontario will consider certifying the Final EIR and adopting required findings.

CEQA Guidelines Section 15063 grants Lead Agencies the ability to bypass preparation of an Initial Study and proceed with preparation of an EIR in instances where an EIR is clearly required for a project. In this instance, the City of Ontario in its capacity as Lead Agency for the proposed Project has determined that the Project clearly has the potential to result in significant environmental effects and that an EIR shall be prepared that addresses the following environmental considerations:

- 4.1 Aesthetics
- 4.2 Air Quality
- 4.3 Cultural Resources
- 4.4 Energy
- 4.5 Geology and Soils
- 4.6 Greenhouse Gas Emissions
- 4.7 Hazards and Hazardous Materials
- 4.8 Hydrology and Water Quality
- 4.9 Noise
- 4.10 Transportation
- 4.11 Tribal Cultural Resources
- 4.12 Utilities and Service Systems

Refer to EIR Section 4.0, *Environmental Analysis*, for a full account and analysis of the subject matters listed above. Subject areas for which the impacts would be clearly less than significant and that do not warrant detailed analysis in this EIR are addressed in EIR Section 5.0, *Other CEQA Considerations*. For each of the aforementioned subject areas, this EIR describes: 1) the physical conditions that existed at the approximate time this EIR's NOP was published (September 1, 2022); 2) discloses the type and magnitude of potential environmental impacts resulting from Project planning, construction, and operation; and 3) if warranted, recommends feasible mitigation measures that would reduce or avoid significant adverse environmental impacts that may result from the Project. A summary of the Project's

significant environmental impacts and the mitigation measures imposed by the City of Ontario to lessen or avoid these impacts is included in this Executive Summary as Table S-1, *Mitigation Monitoring and Reporting Program*. The City of Ontario applies mitigation measures that it determines 1) are feasible and practical for project applicants to implement, 2) are feasible and practical for the City to monitor and enforce, 3) are legal for the City to impose, 4) have an essential nexus to the Project's impacts, and 5) would result in a benefit to the physical environment. CEQA does not require the Lead Agency to impose mitigation measures that are duplicative of mandatory regulatory requirements.

S.2 PROJECT OVERVIEW

S.2.1 LOCATION AND SETTING

The 13.08-acre Project Site is located in southwestern San Bernardino County, within the City of Ontario. The Project Site is located at 5355 East Airport Drive (APN: 0238-052-29 and 0238-052-20) and is bordered by East Airport Drive to the south, industrial uses to the east and west, and railroad tracks to the north. Refer to EIR Section 2.0, *Environmental Setting*, for a detailed description of the Project's location and setting.

S.2.2 PROJECT SUMMARY

For purposes of this EIR, the term "Project" refers to the discretionary action required to implement the proposed Project and all the activities associated with its implementation (including planning, construction, and ongoing operation). The Project would require demolition of the existing buildings and structures, on-site landscaping, and on-site parking. The Project would entail redevelopment of the property and the construction and operation of a building with 270,337 square feet (s.f.) of interior floor area. The Project's design also includes the installation of associated site improvements, including drive aisles, landscaping, utility infrastructure, underground storm drain detention facilities, exterior lighting, walls/fencing, and signage as well as site-adjacent improvements to East Airport Drive. The Project requires the City's approval of a Development Plan (PDEV22-017). Refer to EIR Section 3.0, *Project Description*, for a detailed description of the Project.

S.2.3 PROJECT OBJECTIVES

The fundamental purpose and goal of the 5355 East Airport Drive Project is to accomplish the orderly redevelopment of the Project Site with a modern warehouse distribution facility. The Project would achieve this goal through the following objectives.

A. To expand economic development and facilitate job creation in the City of Ontario by re-developing the property with a new, in-demand industrial use adjacent to an already-established industrial area.

B. To attract employment-generating businesses to the City of Ontario to reduce the need for members of the local workforce to commute outside the area for employment.

C. To develop industrial buildings with loading bays in close proximity to designated truck routes and the State highway system to avoid or shorten heavy truck-trip lengths on City and regional roads.

D. To attract businesses that can expedite the delivery of goods to consumers and businesses in the City of Ontario and beyond.

E. To develop a project that has architectural design and operational characteristics that complement other existing and planned buildings in the immediate vicinity of the Project Site and minimize conflicts with other nearby land uses.

F. To develop a property that has access to available infrastructure, including roads and utilities.

S.3 EIR PROCESS

The City published a NOP and filed a copy with the California Office of Planning and Research (OPR) State Clearinghouse (SCH) to inform the general public, trustee and responsible agencies and other interested parties that an EIR would be prepared for the Project. The NOP was distributed for a 30-day public review period, which began on September 1, 2022. The City of Ontario received written comments on the scope of the EIR during those 30 days, which are considered by the City during the preparation of this EIR. The City also held an EIR scoping meeting open to the interested public agencies and members of the general public on September 13, 2022.

The EIR will be circulated for review and comment by the public and other interested parties, agencies, and organizations for a 45-day review period. During the 45-day public review period, public notices announcing availability of the Draft EIR will be mailed to the interested parties, an advertisement will be published in the Inland Valley Daily Bulletin (a newspaper of general circulation in the City of Ontario), and copies of the Draft EIR and its Technical Appendices will be available for review at the locations indicated in the public notices.

After the close of the 45-day Draft EIR public comment period, the City will prepare and publish responses to written comments received on the environmental effects of the Project. Thereafter, the Final EIR will be considered for certification by the Ontario Planning Commission. Certification of the Final EIR would be accompanied by the adoption of written findings and a "Statement of Overriding Considerations" for any significant unavoidable environmental impacts identified in the Final EIR. In addition, pursuant to Public Resources Code Section 21081.6, because the Project will include mitigation measures, the City, as Lead Agency, must adopt a Mitigation, Monitoring, and Reporting Program (MMRP), which describes the process to ensure implementation of the mitigation measures identified in the Final EIR. The MMRP will ensure CEQA compliance during Project construction and operation.

S.4 AREAS OF CONTROVERSY AND ISSUES TO BE RESOLVED

CEQA Guidelines Section 15123(b)(2) requires the Lead Agency (City of Ontario) to identify any known issues of controversy in the Executive Summary. The City has not identified any environmental issues of controversy associated with the Project. Notwithstanding, the Lead Agency has identified several issues of local concern including, but not limited to, potential impacts to air pollutant and toxic air contaminant emissions, greenhouse gas emissions, noise, and transportation – and these issues are all addressed in this EIR.

Considering the foregoing, this EIR addresses all environmental issues that are known by the City and that were identified in the comment letters that the City received in response to the NOP and during the EIR scoping meeting (refer to *Technical Appendix A*). See Table 1-1, *Summary of NOP and Scoping Meeting Comments*, in Section 1.0 of this EIR for a summary of all comments received during all comments received by the City during the environmental scoping for the Project.

S.5 ALTERNATIVES TO THE PROPOSED PROJECT

In compliance with CEQA Guidelines Section 15126.6, an EIR must describe a range of reasonable alternatives to the Project or to the location of the Project. Each alternative must be able to feasibly attain most of the Project's objectives and avoid or substantially lessen the Project's significant effects on the environment. A detailed description of each alternative evaluated in this EIR, as well as an analysis of the potential environmental impacts associated with each alternative, is provided in EIR Section 6.0, *Alternatives*. Also described in Section 6.0 is a list of alternatives that were considered but rejected from further analysis. The alternatives considered by this EIR include those listed below.

S.5.1 NO PROJECT/NO DEVELOPMENT ALTERNATIVE

The No Project/No Development Alternative considers no development on the Project site beyond what occurs on the site under existing conditions (as described in EIR Section 3.0). As such, the Alternative is considered to be the scenario where the existing grain processing company and corn storage and distribution facility are retained and the facility continues to process grain and corn into the future. Under this alternative, no improvements would be made to the Project site and none of the Project's internal parking, utility, and other infrastructure improvements would occur. This alternative was selected by the City to compare the environmental effects of the proposed Project with an alternative that would leave the Project site undeveloped in its general existing conditions.

Implementation of the No Project/No Development Alternative would result in no physical environmental impacts to the Project Site beyond those that have historically occurred on the Project Site. All potentially significant effects of the Project would be avoided by the selection of this Alternative; however, this Alternative would fail to meet all of the Project's objectives.

S.5.2 Reduced Building Area Alternative

The Reduced Building Area Alternative considers a proposal where the Project site would be redeveloped with two separate uses: a light industrial building and a trailer parking lot. Under this Alternative, a 135,169 s.f. light industrial building (including related site improvements such as truck loading/unloading areas and parking, passenger vehicle parking, landscaping, signage, and public utility connections) would be developed on the eastern portion of the Project site and a trailer parking lot would be developed on the western portion of the Project site. This alternative was selected to evaluate a scenario that would reduce the total building area on the Project site relative to the Project but still allow productive industrial use of the entire Project site.

The Reduced Building Area Alternative would avoid – the Project's significant and unavoidable VMT impacts. The Reduced Building Area Alternative would reduce the Project's less-than-significant impacts to air quality, energy, greenhouse gas emissions, and utilities and service systems. All other impacts from the Reduced Building Alternative would be similar to the Project.

S.5.3 Reduced Intensity Alternative

The Reduced Intensity Alternative considers a proposal where the Project site would be redeveloped with an industrial building with a total square footage of 63,500 s.f. This represents a reduced in development of 206,837 s.f. compare to the Project (approximately 76.5 percent). Under this alternative, no high-cube cold storage uses would be assumed. Access to the site would be similar to the Project with a proportional reduction in the number of parking spaces. Although the proposed building would be reduced, the development impact area would generally remain the same as the Project due to required landscaping, parking, and associated improvements. This alternative was selected to evaluate a scenario that would reduce the total building size on the Project site, eliminate the high-cube cold storage use, and would not take into account of existing trips generation in order to reduced vehicle and truck trips and significant impacts associated with VMT.

The Reduced Intensity Alternative would avoid – the Project's significant and unavoidable VMT impacts. The Reduced Intensity Area Alternative would reduce the Project's less-than-significant impacts to air quality, energy, greenhouse gas emissions, noise, and utilities and service systems. All other impacts from the Reduced Intensity Alternative would be similar to the Project.

S.6 Summary of Impact, Mitigation Measures, and Conclusions

Table S-1 provides a summary of the Project's environmental impacts, as required by CEQA Guidelines Section 15123(a). Also presented are the mitigation measures recommended by the Lead Agency to further avoid adverse environmental impacts or to reduce their level of significance. After the application of all feasible mitigation measures, the Project would not result in any significant and unavoidable environmental effects.

Table S-1 Mitigation Monitoring and Reporting Program

Threshold	Mitigation Measures (MM)	Responsible Party	Monitoring Party	Implementation Stage	Level of Significance After Mitigation
4.1 Aesthetics					
Threshold a: The Project would not substantially affect a scenic vista. The Project Site does not contain any designated scenic vistas or scenic corridors. The Project would not substantially affect views of the San Gabriel Mountains from nearby public viewing areas.	No mitigation is required.	N/A	N/A	N/A	Less-than-Significant Impact.
Threshold b: The Project Site does not have any special or unique scenic resources. Additionally, the Project site is not within the corridor of an officially designated State scenic highway. Implementation of the Project would not damage scenic resources within a State scenic highway.	No mitigation is required.	N/A	N/A	N/A	No Impact.
Threshold c: The Project Site is within an urbanized area. The Project is designed in accordance with the applicable design regulations, governing scenic quality, within the City's Zoning and Development Code. The Project would not conflict with applicable zoning and other regulations governing scenic quality.	No mitigation is required.	N/A	N/A	N/A	No Impact.
Threshold d: The Project would be required to adhere to the lighting requirements set forth in the City's Development Code. The City would confirm compliance with applicable lighting requirements during future review of building permit application/plans. Mandatory compliance with the City's Development Code would ensure that the Project would not introduce permanent design features that would adversely affect day or nighttime views in the area. Additionally, the Project's building materials would consist of low reflective materials that minimize glare.	No mitigation is required.	N/A	N/A	N/A	Less-than-Significant Impact.

Table S-1 Mitigation Monitoring and Reporting Program

THRESHOLD	MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE AFTER MITIGATION
4.2 Air Quality					
Threshold a: The Project would be consistent with South Coast Air Quality Management District (SCAQMD) *2016 Air Quality Management Plan (AQMP)* Consistency Criterion No. 1 because Project localized and regional construction and operational-source emissions would not exceed applicable SCAQMD regional significance thresholds and localized significance thresholds (LST). The Project would be consistent with *2016 AQMP* Consistency Criterion No. 2.	No mitigation is required.	N/A	N/A	N/A	Less-than-Significant Impact.
Threshold b: Project-related activities would not exceed the applicable SCAQMD regional thresholds of significance during construction and operations. As such, Project-related emissions would not violate SCAQMD air quality standards or contribute to the non-attainment of ozone standards in the SCAB, and impacts would be less than significant.	No mitigation is required.	N/A	N/A	N/A	Less-than-Significant Impact.
Threshold c: Implementation of the Project would not: 1) exceed applicable SCAQMD localized criteria pollution emissions thresholds during construction and operation; 2) would not expose sensitive receptors to toxic air contaminants (i.e., DPM) that exceed the applicable SCAQMD carcinogenic and non-carcinogenic risk thresholds; and 3) would not cause or contribute to the formation of a CO "hot spot."	No mitigation is required.	N/A	N/A	N/A	Less-than-Significant Impact.
Threshold d: The Project would not produce air emissions that would lead to unusual or substantial construction-related or	No mitigation is required.	N/A	N/A	N/A	Less-than-Significant Impact.

Table S-1 Mitigation Monitoring and Reporting Program

THRESHOLD	MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE AFTER MITIGATION
operational-related odors. The Project would be required to comply with SCAQMD Rule 402, which prohibits the discharge of odorous emissions that would create a public nuisance.					
4.3 Cultural Resources					
Threshold a: The Project Site does not have any historic resources as defined by CEQA Guidelines Section 15064.5. No historic resources are present that could be altered or destroyed by construction or operation of the Project.	No mitigation is required.	N/A	N/A	N/A	No Impact.
Threshold b: No known prehistoric resources are present on the Project Site and the likelihood of uncovering buried prehistoric resources on the Project Site is low due to the magnitude of historic ground disturbance on the Project Site. Nonetheless, the potential exists for Project-related construction activities to result in a direct and cumulatively-considerable impact to significant subsurface prehistoric archaeological resources should such resources to be discovered during Project-related construction activities.	**MM 4.3-1** Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities: a. The project applicant/lead agency shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation. The monitor shall be retained prior to the commencement of any "ground-disturbing activity" for the subject project at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). "Ground-disturbing activity" shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching[1] b. A copy of the executed monitoring agreement shall be submitted to the lead agency prior to the earlier	Project Applicant, Project Archaeologist	City of Ontario Community Development Department (Planning)	Prior to the issuance of a grading permit.	Less-than-Significant Impact with Mitigation.

[1] Tribal monitoring shall cease once all ground disturbance activities have been completed with respect to the property or portion thereof. Example: Once excavation, grading, trenching, etc. have occurred tribal monitoring shall cease.

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THRESHOLD	MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	of the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity. c. The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or "TCR"), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the project applicant/lead agency upon written request to the Tribe. d. On-site tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the Kizh from a designated point of contact for the project applicant/lead agency that all ground-disturbing activities and phases that may involve ground disturbing activities on the project site or in connection with the project are complete; or (2) a determination and written notification by the Kizh to the project applicant/lead agency that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact Kizh TCRs. e. Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the				

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THRESHOLD	MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	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. **MM 4.3-2** Unanticipated Discovery of Human Remains and Associated Funerary Objects: a. Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute. b. If Native American human remains and/or grave goods discovered or recognized on the project site, then all construction activities shall immediately cease. Health and Safety Code Section 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and all ground disturbing activities shall immediately halt and shall remain halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe they are Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission, and Public Resources Code Section 5097.98 shall be followed.	Project Archaeologist/ Native American Monitor	City of Ontario Community Development Department (Planning)	During grading and excavation operations.	

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THRESHOLD	MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	c. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2). d. Construction activities may resume in other parts of the project site at a minimum of 200 feet away from discovered human remains and/or burial goods, if the Kizh determines in its sole discretion that resuming construction activities at that distance is acceptable and provides the project manager express consent of that determination (along with any other mitigation measures the Kizh monitor and/or archaeologist deems necessary). (CEQA Guidelines Section 15064.5(f)) e. Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods. Any historic archaeological material that is not Native American in origin (non-TCR) shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes. f. Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.				

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THRESHOLD	MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	MM 4.3-3 Procedures for Burials and Funerary Remains: a. As the Most Likely Descendant ("MLD"), the Koo-nas-gna Burial Policy shall be implemented. To the Tribe, the term "human remains" encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the preparation of the soil for burial, the burial of funerary objects with the deceased, and the ceremonial burning of human remains. b. If the discovery of human remains includes four or more burials, the discovery location shall be treated as a cemetery and a separate treatment plan shall be created. c. The prepared soil and cremation soils are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects. Cremations will either be removed in bulk or by means as necessary to ensure complete recovery of all sacred materials. d. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted	Project Archaeologist	City of Ontario Community Development Department (Planning)	During grading and excavation operations.	

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THRESHOLD	MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	outside of working hours. The Tribe will make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed. e. In the event preservation in place is not possible despite good faith efforts by the project applicant/developer and/or landowner, before ground-disturbing activities may resume on the project site, the landowner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects. f. Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered. g. The Tribe will work closely with the project's qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be prepared and shall include (at a minimum) detailed descriptive notes and sketches. All data recovery data recovery-related forms of documentation shall be approved in advance by the Tribe. If any data recovery is performed, once complete, a final report shall be				

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THRESHOLD	MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	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.				
Threshold c: In the unlikely event that human remains are discovered during Project grading or other ground disturbing activities, the Project would be required to comply with the applicable provisions of California Health and Safety Code Section 7050.5 and California Public Resources Code Section 5097 *et seq*. Mandatory compliance with State law would ensure that any discovered human remains are appropriately treated and would preclude the potential for significant impacts.	No mitigation is required.	N/A	N/A	N/A	Less-than-Significant Impact.
4.4 Energy					
Threshold a: The amount of energy and fuel consumed by construction and operation of the Project would not be inefficient, wasteful, or unnecessary. Furthermore, the Project would not cause or result in the need for additional energy facilities or energy delivery systems.	No mitigation is required.	N/A	N/A	N/A	Less-than-Significant Impact.
Threshold b: The Project would not cause or result in the need for additional energy production or transmission facilities. The Project would not conflict with or obstruct the achievement of energy conservation goals within the State of California identified in State and local plans for renewable energy and energy efficiency.	No mitigation is required.	N/A	N/A	N/A	Less-than-Significant Impact.
4.5 Geology and Soils					
Threshold a: Implementation of the Project would not expose people or structures to	No mitigation is required.	N/A	N/A	N/A	Less-than-Significant Impact.

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THRESHOLD	MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE AFTER MITIGATION
substantial direct or indirect adverse effects related to liquefaction or fault rupture. The Project Site is subject to seismic ground shaking associated with earthquakes; however, mandatory compliance with local and State regulatory requirements and building codes would ensure that the Project precludes potential hazards related to seismic ground shaking.					
Threshold b: Implementation of the Project would not result in substantial soil erosion or loss of topsoil. The Project Applicant would be required to obtain a NPDES permit for construction activities and adhere to a SWPPP, and prepare an erosion control plan to minimize water and wind erosion. Following completion of development, the Project's owner or operator would be required by law to implement a SWQMP during operation, which would preclude substantial erosion impacts in the long-term.	No mitigation is required.	N/A	N/A	N/A	Less-than-Significant Impact.
Threshold c: There is no potential for the Project's construction or operation to cause, or be impacted by, on- or off-site landslides or lateral spreading. Potential hazards associated with unstable soils would be precluded through mandatory adherence to the recommendations contained in the Site-specific geotechnical report during Project construction.	No mitigation is required.	N/A	N/A	N/A	Less-than-Significant Impact.
Threshold d: The Project Site contains soils with low susceptibility to expansion; therefore, the Project would not create substantial direct or indirect risks to life or property associated with the presence of expansive soils.	No mitigation is required.	N/A	N/A	N/A	No Impact.

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THRESHOLD	MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE AFTER MITIGATION
Threshold e: No septic tanks or alternative wastewater disposal systems are proposed to be installed on the Project Site. Accordingly, no impact would occur associated with soil compatibility for wastewater disposal systems.	No mitigation is required.	N/A	N/A	N/A	No Impact.
Threshold f: The Project would not impact any known paleontological resource or unique geological feature. However, the Project Site is underlain by older alluvium soils with a high sensitivity for paleontological resources. Accordingly, construction activities on the Project Site have the potential to unearth and adversely impact paleontological resource that may be buried beneath the ground surface.	**MM 4.5-1** Prior to the issuance of a grading permit, the Project Applicant shall provide evidence to the City of Ontario that a qualified paleontologist ("paleontologist") has been retained by the Project Applicant or contractor to conduct monitoring of excavation activities in olde alluvium soils and has the authority to halt and redirect earthmoving activities in the event that suspected paleontological resources are unearthed. **MM 4.5-2** The paleontologist shall conduct full-time monitoring during grading and excavation operations in undisturbed Holocene and late Pleistocene old alluvial fan deposits starting at a depth of five (5) feet below the existing ground surface. The paleontologist shall be equipped to salvage fossils if they are unearthed to avoid construction delays and to remove samples of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates. The paleontologist shall be empowered to temporarily halt or divert equipment to allow for the removal of abundant and large specimens in a timely manner. Monitoring may be reduced if the potentially fossiliferous units are not present in the subsurface, or if present, are determined upon exposure and examination by the paleontologist to have a low potential to contain or yield fossil resource. **MM 4.5-3** Recovered specimens shall be properly prepared to a point of identification and permanent preservation, including screen washing sediments to	Project Applicant Project Contractor, Project Paleontologist Project Paleontologist	City of Ontario Community Development Department (Planning) City of Ontario Community Development Department (Planning) City of Ontario Community	Prior to the issuance of a grading permit. During grading and excavation operations. During grading and excavation operations.	Less-than-Significant with Mitigation.

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THRESHOLD	MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	recover small invertebrates and vertebrates, if necessary. Identification and curation of specimens into the collections of the Division of Geological Sciences, San Bernardino County Museum, shall be required for discoveries of significance as determined by the paleontological monitor. **MM 4.5-4** A final monitoring and mitigation report of findings and significance shall be prepared, including lists of all fossils recovered, if any, and necessary maps and graphics to accurately record the original location of the specimens. The report shall be submitted to the City of Ontario prior to issuance of the first occupancy permit.	 Project Paleontologist	Development Department (Planning) City of Ontario Community Development Department (Planning)	 Prior to issuance of first occupancy permit.	
4.6 Greenhouse Gas Emissions					
Threshold a: The Project would not exceed the significance threshold of 3,000 $MTCO_2e$ per year. As such, the Project would generate a less-than-significant volume of GHG emissions and would not have a significant impact on the environment.	No mitigation is required.	N/A	N/A	N/A	Less-than-Significant Impact.
Threshold b: The Project would be consistent with or otherwise would not conflict with, applicable regulations, policies, plans, and policy goals that would further reduce GHG emissions.	No mitigation is required.	N/A	N/A	N/A	Less-than-Significant Impact.
4.7 Hazards and Hazardous Materials					
Threshold a & b: During Project construction and operation, mandatory compliance to federal, State, and local regulations would ensure that the proposed Project would not create a significant hazard to the environment due to routine transport, use, disposal, or upset of hazardous materials. However, based on the results of the Phase I/II ESA, PCE impacts potentially	**MM 4.7-1** Prior to the issuance of a grading permit, the Project Applicant shall prepare a Soil Management Plan (SMP). The SMP shall include explicit instructions for the appropriate handling, storage, and disposal of any known or potentially impacted soil during soil moving activities. The general contractor will be required to follow the requirements of the SMP and stop work to make notification to the environmental team if any potential	Project Applicant	City of Ontario Community Development Department (Planning & Building)	Prior to the issuance of a grading permit	Less-than-Significant Impact with Mitigation.

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THRESHOLD	MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE AFTER MITIGATION
associated with the use and storage of hazardous materials at Building B could contribute to vapor intrusion conditions on the Project Site and impacts would be potentially significant.	impacts are observed at any time the environmental team is not already on-site. The SMP also requires air monitoring activities to monitor the air downwind of the Project Site and appropriate Health and Safety Plans that will be employed by site workers. The SMP shall identify specific requirements intended to protect human health when soil in certain areas of known or suspected impacts are disturbed for any reason, including, without limitation, as a result of demolition, utility installation/repair, soil excavation, drilling, grading/filling activities, stockpile generation, soil management, loading, and transportation. Requirements of the SMP include: a. Health and Safety Plan (HASP): A HASP will be prepared and in effect for all activities associated with the SMP and other activities at the Project Site. Contractors working onsite are expected to be operating under their own health and safety plans. b. Environmental Monitoring: In accordance with SCAQMD Rules, air monitoring will be necessary in areas where potential PCE contaminated soil are to be disturbed. Air monitoring for dust may also be required in other areas. An air monitoring/health and safety professional will be present during relevant activities and responsibilities will include recording monitoring data on field sheets, which will be kept as part of Project documentation. c. Soil Monitoring: Soils impacted by PCE that are encountered during site redevelopment will be characterized and documented. The monitoring and sampling activities to be performed include: • Visual observation performed to detect areas of soil that may be impacted by PCE				

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THRESHOLD	MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	or other non-VOC hazardous materials, if encountered. • Screening for PCEs using field instruments to document new or previously undetected sources of PCEs. • Soil sampling and chemical testing performed to evaluate concentrations of PCE. d. Proper Soil Handling: If impacted soil is encountered, the area will be delineated as necessary with cones, caution tape, stakes, chalk, or flagging, and the area will not be disturbed further until an environmental professional is onsite for observation and determination of whether testing and/or excavation work is required. Stockpile staging areas will be delineated prior to the start of excavation. All excavations will conform to applicable regulations, including Cal/OSHA Construction Safety Orders. The specific equipment, means, and methods to be utilized for soil removal, handling, and disposition will be selected based on the nature of the work to be conducted and its location on the site. If excavation is conducted during the rainy season (October through April), provisions will need to be made to prevent offsite migration of sediment in runoff. e. Fugitive Dust and Vapor Control: Appropriate procedures will be implemented to control the generation of airborne dust by soil removal activities, including, but not limited to, the use of water as a dust suppressant or stopping activities that have the potential to generate fugitive dust in the event wind conditions change creating an uncontrollable condition.				

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THRESHOLD	MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	f. Excavation and Stockpiling: Impacted soil that is excavated and not immediately removed from the site will be stockpiled onsite and covered with plastic sheeting to control dust and minimize exposure to precipitation and wind. If a stockpile remains onsite during the rainy season, a perimeter sediment barrier, constructed of material, such as straw bales or fiber roll, will also be installed. The stockpiles will be inspected biweekly at a minimum. During stockpile removal, only the working face of the stockpile will be uncovered. If the stockpiled impacted soil is to be transported offsite for disposal or recycling, the soil will be profiled for waste characteristics. Soil samples will be analyzed for parameters required by the disposal/recycling facility. g. Responding to Unknown Conditions: If previously unknown impacted soil is suspected (based on visual staining, odors, photo ionization detector readings, or other observations), the area will be delineated and construction activity will cease in this area, and sampling of the unknown material will occur using USEPA methodology. Analysis will be conducted for TPH, metals, and/or VOCs, as appropriate. Analytical results will be compared to applicable regulatory screening levels. Based on this comparison, a determination will be made regarding soil disposition (reuse on-site, off-site transport, and disposal/recycling, etc.). Additionally, if any UST or other subsurface features are encountered, a similar approach will be taken, and appropriate permitting, as necessary, will be obtained for the removal of the feature(s). Any permitted removals will be conducted with appropriate regulatory oversight, documentation, and reporting.				

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THRESHOLD	MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	h. Imported fill: As appropriate, offsite soils brought to the site for use as backfill (import fill), if necessary, will be tested in general conformance with the DTSC Information Advisory Clean Imported Fill Material document. i. Post-construction Requirements: If contaminated soil is left in place, the location of this soil will be surveyed or recorded by use of geographic positioning system equipment. Following the completion of construction, excavation, and disposition activities, a summary report will be prepared. The report will include a summary of activities, locations of soil sources and final disposition of contaminated soil, and estimated quantities of materials. Additionally, removal of any USTs or other subsurface features, if encountered, will be conducted under appropriate permits (if any) and documented in applicable reports for submittal to the Ontario Fire Department, or other regulatory agency, as appropriate.				
Threshold c: The Project site is not located within one-quarter mile of any existing or proposed school. Accordingly, the Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. Impacts to schools located more than one-quarter mile of the Project site would be less than significant.	No mitigation is required.	N/A	N/A	N/A	No Impact.
Threshold d: Current and previous uses of the Project Site are included in several listings. No violations indicating a spill or a release were identified in the listings. Therefore, theses listings are not considered	No mitigation is required.	N/A	N/A	N/A	Less-than-Significant Impact.

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THRESHOLD	MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE AFTER MITIGATION
to represent a significant environmental concern and impacts would be less than significant.					
Threshold e: The Project is consistent with the restrictions and requirements of the ONT ALUCP. As such, the Project would not result in an airport safety hazard for people residing or working in the Project area.	No mitigation is required.	N/A	N/A	N/A	Less-than-Significant Impact.
Threshold f: The Project Site does not contain any emergency facilities nor does it serve as an emergency evacuation route. During construction and long-term operation, adequate emergency vehicle access is required to be provided. Accordingly, implementation of the Project would not impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan.	No mitigation is required.	N/A	N/A	N/A	Less-than-Significant Impact.
Threshold g: The Project Site is not located in close proximity to wildlands or areas with high fire hazards. Thus, the Project would not expose people or structures to a significant wildfire risk.	No mitigation is required.	N/A	N/A	N/A	No Impact.
4.8 Hydrology and Water Quality					
Threshold a: The Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. Adherence to a SWPPP and WQMP is required as part of the Project's implementation to address construction- and operational-related water quality.	No mitigation is required.	N/A	N/A	N/A	Less-than-Significant Impact.
Threshold b: The Project would not physically impact any of the major groundwater recharge facilities in the Chino	No mitigation is required.	N/A	N/A	N/A	Less-than-Significant Impact.

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THRESHOLD	MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE AFTER MITIGATION
Groundwater Basin. The Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project would impede sustainable groundwater management of the Basin.					
Threshold c: The Project would be required to comply with applicable water quality regulatory requirements to minimize erosion and siltation. Additionally, the Project would not result in flooding on- or off-site or impede/redirect flood flows. Lastly, the Project would not create or contribute runoff that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.	No mitigation is required.	N/A	N/A	N/A	Less-than-Significant Impact.
Threshold d: The Project Site would not be subject to inundation from tsunamis or seiches. The Project Site is adjacent to an area with potential inundation from debris basins. The probability of dam failure is very low, and Ontario has never been impacted by a major dam failure. In addition, dam owners are required to maintain emergency action plans that include procedures for damage assessment and emergency warnings.	No mitigation is required.	N/A	N/A	N/A	Less-than-Significant Impact.
Threshold e: The Project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.	No mitigation is required.	N/A	N/A	N/A	Less-than-Significant Impact.
4.9 Noise					
Threshold a: The Project would generate short-term construction and long-term operational noise but would not generate	No mitigation is required.	N/A	N/A	N/A	Less-than-Significant Impact.

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THRESHOLD	MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE AFTER MITIGATION
noise levels that exceed the threshold standards.					
Threshold b: The Project's construction and operational activities would not result in a perceptible groundborne vibration or noise.	No mitigation is required.	N/A	N/A	N/A	Less-than-Significant Impact.
Threshold c: The proposed Project would be compatible with noise levels from the Ontario International Airport (ONT) and operation of the Project would not expose future employees on the Project Site to excessive noise levels.	No mitigation is required.	N/A	N/A	N/A	Less-than-Significant Impact.
4.10 Transportation					
Threshold a: The Project would not conflict with an applicable program, plan, ordinance or policy addressing the circulation system.	No mitigation is required.	N/A	N/A	N/A	Less-than-Significant Impact.
Threshold b: The Project's vehicle traffic would exceed the City's VMT per service population impact threshold for both the baseline and cumulative conditions.	**MM 4.10-1** Prior to the issuance of a certificate of occupancy, the building operator shall prepare and submit for approval to the City of Ontario Community Development Department a Transportation Demand Management Program (TDMP). The TDMP shall specify measures that the building operator will commit to implementing in an effort to reduce vehicle miles traveled for its on-site employees. The TDMP shall include provisions, incentives, and programs for employee ridesharing programs, carpools, vanpools, transit use, bike travel, avoidance of peak periods of traffic congestion, and on-site parking preferences for zero-emission vehicles, among other items that have reasonable potential of reducing employee reliance on single-occupant gas-powered vehicles during peak time travel periods (rush hours).	Building Operator	City of Ontario Community Development Department (Planning)	Prior to the issuance of a certificate of occupancy	Significant and Unavoidable Impact.
Threshold c: The Project would not introduce any significant transportation safety hazards due to a design feature or incompatible use.	No mitigation is required.	N/A	N/A	N/A	Less-than-Significant Impact.

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THRESHOLD	MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE AFTER MITIGATION
Threshold d: Adequate emergency access would be provided to the Project Site during construction and long-term operation. The Project would not result in inadequate emergency access to the Site or surrounding properties.	No mitigation is required.	N/A	N/A	N/A	No Impact.
4.11 Tribal Cultural Resources					
Threshold a: The Project Site does not contain any recorded, significant tribal cultural resource sites; therefore, the Project would not cause a substantial adverse change in the significance of a tribal cultural resource that is listed or eligible for listing in the California Register of Historical Resources or a local register of historical resources. Nonetheless, Project construction activities have the potential to unearth and adversely impact tribal cultural resources that may be buried at the Project Site.	**MM 4.3-1** through **4.3-3** shall apply.	Refer to Cultural Resources Threshold b.	Refer to Cultural Resources Threshold b.	Refer to Cultural Resources Threshold b.	Less-than-Significant Impact with Mitigation.
4.12 Utilities and Service Systems					
Threshold a: The physical environmental effects associated with installing the Project's proposed connections to existing utility infrastructure, as well as installation of on-site and off-site storm water management, water, and wastewater infrastructure have been evaluated throughout this EIR and no adverse impacts specific to the provision utilities services have been identified. Mitigation measures are identified, where necessary, for construction-related effects that would reduce construction-phase impacts to the maximum feasible extent. Impacts would be less than significant.	No mitigation is required.	N/A	N/A	N/A	Less-than-Significant Impact.

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THRESHOLD	MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE AFTER MITIGATION
Threshold b: Based on the information provided in the OMUC's UWMP, OMUC has sufficient water supplies available to serve the Project in normal, dry, and multiple dry years and impacts would be less than significant	No mitigation is required.	N/A	N/A	N/A	Less-than-Significant Impact.
Threshold c: The Project's proposed wastewater generation would not exceed the capacity of the RP-1. The Project's wastewater generation would represent a nominal increase in wastewater treatment demand and impacts would be less than significant.	No mitigation is required.	N/A	N/A	N/A	Less-than-Significant Impact.
Threshold d: The Project's proposed solid waste disposal needs would be adequately accommodated by existing landfills serving the City. Therefore, the Project would have less than significant impacts related to solid waste.	No mitigation is required.	N/A	N/A	N/A	Less-than-Significant Impact.
Threshold e: The Project would comply with all applicable federal, State, and local statues and regulations pertaining to management and reduction of solid waste. No impacts associated with regulatory compliance would occur.	No mitigation is required.	N/A	N/A	N/A	No Impact.

1.0 INTRODUCTION

The California Environmental Quality Act (CEQA) requires that all public agencies within the State of California having land use approval over project activities that have the potential to adversely affect the quality of the environment, regulate such activities so that impacts to the environment can be prevented to the extent feasible. Such activities are reviewed and monitored through the CEQA compliance process, as provided in the CEQA Statute (Public Resources Code Sections 21000- 21177, as amended) and the CEQA Guidelines (California Code of Regulations, Title 14, Division 6, Chapter 3, Sections 15000-15387, as amended).

Under CEQA, if there is substantial evidence that a project may have a significant effect on the physical environment, an Environmental Impact Report (EIR) must be prepared (CEQA Guidelines Section 15064(a)(1)). This document serves as an EIR for the proposed 5355 East Airport Drive Project. For purposes of this EIR, the term "Project" refers to all actions associated with implementation of the 5355 East Airport Drive project including its planning, construction, and ongoing operations. The term "Project Applicant" used herein refers to Prologis, Inc., which is the entity that submitted applications to the City of Ontario to entitle the Project. The term "Project Site" refers to the property upon which the Project is proposed. The public agency with the principal responsibility for carrying out or approving a project or the first public agency to make a discretionary decision to proceed with a proposed project should ordinarily act as the Lead Agency pursuant to CEQA Guidelines Sections 15050-15051. The term "Lead Agency" used herein refers to the City of Ontario. Throughout this document, the terms "Draft EIR" and "Final EIR" may be used interchangeably since both are part of the ultimate EIR record; however, "Draft EIR" may be used specifically when referring to information provided in the volume made available for the CEQA-required 45-day public review period.

1.1 PURPOSES OF CEQA AND THIS EIR

As stated by CEQA Guidelines Section 15002(a), the basic purposes of CEQA are to:

- Inform governmental decision makers and the public about the potential, significant environmental effects of proposed activities;
- Identify the ways that environmental damage can be avoided or significantly reduced;
- Prevent significant avoidable damage to the environment by requiring changes in projects through the use of alternatives or mitigation measures when the governmental agency finds the changes to be feasible; and
- Disclose to the public the reasons why a governmental agency approved the project in the manner the agency chose if significant environmental effects are involved.

The purposes of this EIR are to inform public agency decision-makers and the general public about the potentially significant environmental effects of the Project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the Project that would feasibly attain most of the basic Project objectives but would avoid or substantially lessen its significant environmental effects (CEQA Guidelines Section 15121(a)). This EIR is an informational document that represents the independent judgment of the City of Ontario. Staff in the City's Planning Department reviewed and, as necessary, directed revisions to all submitted drafts, technical studies, and reports supporting this EIR for consistency with City policies and requirements, to ensure that this EIR reflects the City of Ontario's independent judgment.

1.2 SUMMARY OF THE PROJECT EVALUATED IN THIS EIR

As more fully described in EIR Subsection 3.0, *Project Description*, the Project Applicant submitted applications to the City of Ontario for a Development Plan (PDEV22-017) to allow for the construction and operation of one warehouse distribution facility on an approximately 13.08-acre Project property ("Project Site"). The Project Site is located at 5355 East Airport Drive (APN: 0238-052-29 and 0238-052-20) in the City of Ontario. Under existing conditions, the Project Site is developed with a grain processing operation and a corn storage and distribution facility. The Project would require demolition of the existing buildings and structures, on-site landscaping, and on-site parking. The Project would entail redevelopment of the property and the construction and operation of a building with 270,337 square feet (s.f.) of interior floor area. The Project's design also includes the installation of associated site improvements, including drive aisles, landscaping, utility infrastructure, underground storm drain detention facilities, exterior lighting, walls/fencing, and signage as well as site-adjacent improvements to East Airport Drive.

One discretionary approval for the Project is under consideration by the City of Ontario. Refer to EIR Subsection 3.0, *Project Description*, for a more comprehensive description of the Project's Development Plan application.

- **Development Plan (PDEV22-017)** proposes a redevelopment plan for the Project Site that provides for the construction and operation of one warehouse building with approximately 270,337 s.f. of building floor area. The Site Plan application depicts a layout of the building and associated physical design features, architectural design, and a landscaping plan.

1.3 CEQA COMPLIANCE PROCESS

As the first step in the CEQA-compliance process, on September 1, 2022, the City of Ontario filed a Notice of Preparation (NOP) with the California Office of Planning and Research (State Clearinghouse) and the San Bernardino County Clerk to indicate that an EIR would be prepared to evaluate the Project's potential to impact the environment. The NOP also was distributed to potential responsible and trustee agencies and other interested parties for a 30-day public review period that commenced on September 1, 2022. The purpose of distributing the NOP was to solicit responses in

order to assist the City in identifying the full scope and range of potential environmental concerns associated with the Project so that these issues could be fully examined in this EIR.

In addition, the City of Ontario held a publicly-noticed EIR Scoping Meeting on September 13, 2022 using an internet-based virtual platform (Zoom). At the Scoping Meeting, the City provided information about the proposed Project, the intended scope of the EIR, and provided opportunity for public agencies and members of the general public to comment on the scope of environmental issues to be addressed in this EIR.

The NOP, public review distribution list, and written comments received by the City during the NOP public review period are provided in *Technical Appendix A* to this EIR. Substantive issues raised in response to the NOP are summarized below in Table 1-1, *Summary of NOP and Scoping Meeting Comments*. The purpose of Table 1-1 is to present a summary of the environmental topics that were identified by public agencies, interested parties, and members of the general public to be of primary interest. Table 1-1 does not list every comment received by the City during the NOP review period. Regardless of whether or not an environmental or CEQA-related comment is listed in Table 1-1, all relevant comments received in response to the NOP and the EIR Scoping Meeting are addressed in this EIR.

Table 1-1 Summary of NOP and Scoping Meeting Comments

Commenter	Date	Comment	Location in EIR Where Comment is Addressed
State and Local Agencies			
Native American Heritage Commission (NAHC)	September 8, 2022	- Request to provide consultation with California Native American Tribes that are traditionally and culturally affiliated with the geographic area of the proposed Project, in compliance with AB 52 and SB 18.	Section 4.11, *Tribal Cultural Resources*
South Coast Air Quality Management District (SCAQMD)	September 30, 2022	- Recommendation to use the CalEEMod land use emissions software when preparing the Project's air quality analysis. - Request to quantify criteria pollutant emissions and compare the results to applicable SCAQMD regional and localized significance thresholds (LSTs). - Request to identify any potential adverse air quality impacts that could occur from all phases of the Project (including construction and operation) and all air pollutant sources related to the Project. - Request that the EIR disclose the potential for the Project to result in adverse health effects related to diesel emissions, performing a mobile source health risk assessment.	Section 4.2, *Air Quality*

Table 1-1 Summary of NOP and Scoping Meeting Comments

Commenter	Date	Comment	Location in EIR Where Comment is Addressed
		- Recommendation to identify SCAQMD as a Responsible Agency, in the event a permit is required from SCAQMD. - Request that the Project incorporate design/mitigation measures to reduce any significant air pollutant emissions. - Recommendation for the lead agency to review Rule 2305 to determine the potential WAIRE Points Compliance Obligation for future operators and explore whether additional project requirements and CEQA mitigation measures can be identified and implemented at the Project that may help future warehouse operators meet their compliance obligation.	
State and Local Organizations			
Californians Allied for a Responsible Economy (CARE CA)	September 13 and 29, 2022	- Request to address potential construction-related environmental issues including air pollution, noise, GHG emissions, and onsite soil contamination. - Request to provide reasonable range of alternatives. - Request to provide details of all proposed future uses. - Request to study full mitigation of all air quality and GHG impacts that will be caused by the Project. - Request to provide a mobile source Health Risk Assessment and provide impacts from particulate matter from the diesel trucks. - Request to provide effective and enforceable mitigation measures.	Section 4.2, *Air Quality*, Section 4.5 *Geology and Soils*, Section 4.6, *Greenhouse Gas Emissions*, and Section 4.9, *Noise*

In consideration of the comments received by the City in response to the NOP, this EIR provides a detailed analysis of the Project's potential to cause adverse effects under the following topic areas:

- Aesthetics
- Air Quality
- Cultural Resources
- Energy
- Geology & Soils
- Greenhouse Gas Emissions
- Hazards & Hazardous Materials
- Hydrology & Water Quality
- Noise
- Transportation
- Tribal Cultural Resources
- Utilities & Service System

The analysis related to the above topics is provided in EIR Section 4.0, *Environmental Analysis*.

The City concluded that the Project would clearly result in no or less-than-significant impacts to several environmental topic areas, including: Agriculture and Forestry Resources; Biological Resources, Land Use and Planning; Mineral Resources; Population and Housing; Public Services; Recreation; and Wildfire. Potential effects to these topic areas are summarized in EIR Section 5.0, *Other CEQA Considerations.*

As stated in CEQA Guidelines Section 15161, a Project EIR should "…focus primarily on the changes in the environment that would result from the development project" and "…examine all phases of the project including planning, construction, and operation." Acting as Lead Agency, the City of Ontario will consider the following items regarding the proposed Project and this EIR: a) evaluation of this EIR to determine if the physical environmental impacts of the Project are adequately disclosed; b) assessment of the adequacy and feasibility of identified mitigation measures; c) consideration of alternatives to the Project that could reduce or eliminate significant environmental effects of the Project; and, if necessary, d) consideration of Project benefits that override the Project's unavoidable and unmitigable significant effects on the environment.

The City of Ontario will release the Draft EIR for a minimum 45-day public review period and make the Draft EIR and its supporting technical appendices available for review in electronic form on the City's website and in paper copy at Ontario City Hall, 303 East B Street, Ontario, California 91764, during the City's regular business hours. The Draft EIR and its supporting technical appendices were made available for review on the City website at:

www.ontarioca.gov/Planning/Reports/EnvironmentalImpact.

During the 45-day review period, comments on the content of the Draft EIR can be submitted to:

Thomas Grahn
City of Ontario Planning Department
303 East B Street
Ontario, CA 91764
Phone: (909) 395-2413
Email: TGrahn@ontarioca.gov

Public comments should be focused "on the sufficiency of the document in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be avoided or mitigated" (CEQA Guidelines Section 152049(a)).

Following the Draft EIR's 45-day public review period, the City will then respond in writing to all submitted comments pertaining to an environmental effect and publish a Final EIR. Before taking action to approve the Project, the City of Ontario (serving as the Lead Agency) has the obligation to: (a) ensure this EIR has been completed in accordance with CEQA; (b) review and consider the information contained in this EIR as part of its decision making process; (c) make a statement that this

EIR reflects the City of Ontario's independent judgment; (d) ensure that all significant effects on the environment are avoided or substantially lessened where feasible; and, if necessary (e) make written findings for each unavoidable significant environmental effect stating the reasons why mitigation measures or project alternatives identified in this EIR are infeasible and citing the specific benefits of the proposed Project that outweigh its unavoidable adverse effects (CEQA Guidelines Sections 15090-15093).

A Project-related decision-making hearing will be subject to a noticed public hearing held before the Planning Commission, which will include consideration of the information contained in the Final EIR and the associated administrative record. During the decision-making processes, the Project and its design features, objectives, merits, environmental consequences, and socioeconomic factors, among other information contained in the Project's administrative record, will be considered by the City of Ontario. If the Final EIR is certified and Development Plan PDEV22-017 is approved, the City of Ontario and other public agencies with permitting authority over all, or portions of, the Project would be able to rely on the Final EIR as part of their permitting and approval processes to evaluate the environmental effects of the Project as they pertain to the approval or denial of applicable permits. City staff would also rely on the certified Final EIR to subsequently conduct administrative level reviews for implementing permits and approvals.

1.4 CONTENT AND ORGANIZATION OF THIS EIR

This EIR contains all the information required to be included in an EIR as specified by CEQA (California Public Resources Code, Section 21000 *et. seq.*) and the CEQA Guidelines (California Code of Regulations, Title 14, Chapter 5). In summary, the content and format of this EIR are as follows:

- **Section S.0, Executive Summary** provides an overview of the EIR and CEQA process and provides a brief Project Description, which includes summaries of the Project's objectives, the location and regional setting of the Project Site, and potential alternatives to the Project as required by CEQA. The Executive Summary also provides a summary of the Project's impacts, mitigation measures, and conclusions, in a table that forms the basis of the Project's Mitigation, Monitoring, and Reporting Program (MMRP).

- **Section 1.0, Introduction** provides introductory information about the CEQA process and the responsibilities of the City in its role as Lead Agency, a brief Project Description, the purpose of the EIR, and an overview of the EIR's format.

- **Section 2.0, Environmental Setting** describes the environmental setting, including descriptions of the Project Site's physical conditions and surrounding context used as the baseline for analysis in the EIR.

- **Section 3.0, Project Description**, serves as the EIR's Project Description for purposes of CEQA and contains a level of specificity commensurate with the level of detail proposed by the Project, including the summary requirements pursuant to CEQA Guidelines Section 15123. This Section provides a detailed description of the Project, including its location,

purpose, main objectives, design features, construction characteristics, and operational characteristics expected over the Project's lifetime. In addition, the discretionary actions required of the City of Ontario and other government agencies to authorize implementation of the Project are discussed.

- **Section 4.0, Environmental Analysis**, provides an analysis of potential direct, indirect, and cumulative impacts that may occur with implementation of the Project. A determination concerning the significance of each impact is addressed and mitigation measures are presented when warranted. The environmental changes identified in Section 4.0 and throughout this EIR are referred to as "effects" or "impacts" interchangeably. CEQA Guidelines Section 15358 describe the terms "effects" and "impacts" as being synonymous.

  In each Subsection of Section 4.0, the existing conditions pertaining to the subject area being analyzed are discussed accompanied by a specific analysis of physical impacts that may be caused by implementing the Project. Impacts are evaluated on a direct, indirect, and cumulative basis. Direct impacts are those that would occur directly as a result of the Project. Indirect impacts represent secondary effects that would result from Project implementation. Cumulative effects are defined in CEQA Guidelines Section 15355 as "…two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts."

  The analyses in Section 4.0 are based in part upon technical reports that are included in this EIR. Information also is drawn from other sources of analytical materials that directly or indirectly relate to the Project and are cited in Section 7.0, *References*.

  Where the analysis demonstrates that a physical adverse environmental effect may or would occur without undue speculation, feasible mitigation measures are recommended to reduce or avoid the significant effect. Mitigation measures must be fully enforceable, have an essential nexus to a legitimate governmental interest, and be "roughly proportional" to the impacts of the Project. The discussion then indicates whether the identified mitigation measures would reduce impacts to below a level of significance. In most cases, implementation of the mitigation measures would reduce the adverse environmental impacts to below a level of significance. If mitigation measures are not available or feasible to reduce an identified impact to below a level of significance, the environmental effect is identified as a significant and unavoidable adverse impact, for which a Statement of Overriding Considerations would need to be adopted by the City of Ontario pursuant to CEQA Guidelines Section 15093.

- **Section 5.0, Other CEQA Considerations**, includes specific topics that are required by CEQA. These include a summary of the Project's significant and unavoidable environmental effects, a discussion of the significant and irreversible environmental changes that would occur should the Project be implemented, as well as potential growth-

inducing impacts of the Project. Section 5.0 also includes a discussion of the potential environmental effects that were found not to be significant during preparation of this EIR.

- **Section 6.0, Project Alternatives** describes and evaluates alternatives to the Project that could reduce or avoid the Project's adverse environmental effects. CEQA does not require an EIR to consider every conceivable alternative to the Project but rather to consider a reasonable range of alternatives, including a "No Project" alternative, that will foster informed decision making and public participation.

- **Section 7.0, References**, cites all reference sources used in preparing this EIR and lists the agencies and persons that were consulted in preparing this EIR. Section 7.0 also lists the persons who authored or participated in preparing this EIR.

CEQA requires that an EIR contain, at a minimum, certain specified content. Table 1-2, *Location of CEQA Required Topics*, provides a quick reference guide for locating the CEQA-required sections within this document.

Table 1-2 Location of CEQA Required Topics

CEQA Required Topic	CEQA Guidelines Reference	Location in this EIR
Table of Contents	§ 15122	Table of Contents
Summary	§ 15123	Section S.0
Project Description	§ 15124	Section 3.0
Environmental Setting	§ 15125	Section 2.0
Consideration and Discussion of Environmental Impacts	§ 15126	Section 4.0
Significant Environmental Effects Which Cannot be Avoided if the Project is Implemented	§ 15126.2(c)	Section 4.0 & Subsection 5.1
Significant Irreversible Environmental Changes Which Would be Caused by the Project Should it be Implemented	§ 15126.2(d)	Subsection 5.2
Growth-Inducing Impact of the Project	§ 15126.2(e)	Subsection 5.3
Consideration and Discussion of Mitigation Measures Proposed to Minimize Significant Effects	§ 15126.4	Section 4.0 & Table S-1
Consideration and Discussion of Alternatives to the Project	§ 15126.6	Section 6.0
Effects Not Found to be Significant	§ 15128	Subsection 5.4
Organizations and Persons Consulted	§ 15129	Section 7.0 & Technical Appendices
Discussion of Cumulative Impacts	§ 15130	Section 4.0
Energy Conservation	§ 15126.2(b) & Appendix F	Subsection 4.4

1.5 INCORPORATION BY REFERENCE

CEQA Guidelines Section 15147 states that the "information contained in an EIR shall include summarized…information sufficient to permit full assessment of significant environmental impacts by reviewing agencies and members of the public," and that the "placement of highly technical and specialized analysis and data in the body of an EIR shall be avoided through the inclusion of supporting information and analyses as appendices to the main body of the EIR." CEQA Guidelines Section 15150 allows for the incorporation "by reference all or portions of another document… [and is] most appropriate for including long, descriptive, or technical materials that provide general background but do not contribute directly to the analysis of a problem at hand." The purpose of incorporation by reference is to assist the Lead Agency in limiting the length of an EIR. Where this EIR incorporates a document by reference, the document is identified in the body of the EIR, citing the appropriate section(s) of the incorporated document and describing the relationship between the incorporated part of the referenced document and this EIR. Refer to EIR Section 7.0, *References*, for a list of documents incorporated into this EIR by reference.

This EIR also relies on a number of Project-specific technical studies that are bound separately as Technical Appendices. The individual technical studies, reports, and supporting documentation that comprise the Technical Appendices are as follows:

A: Notice of Preparation (NOP) and NOP Comment Letters
B1: Air Quality Impact Analysis
B2: Health Risk Assessment
C: Cultural Records Search
D: Energy Analysis
E1: Geotechnical Investigation
E2: Infiltration Report
F: Greenhouse Gas Analysis
G: Phase I and II Environmental Site Assessment
H1: Preliminary Hydrology Report
H2: Preliminary Water Quality Management Plan
I: Noise Impact Analysis
J: Vehicle Miles Traveled Analysis
K: Trip Generation Assessment

As discussed above, the Technical Appendices are available for review at the City of Ontario Planning Department, 303 East B Street, Ontario, CA 91764, during the City's regular business hours and can be accessed on the City's website during the Draft EIR's public review period at the following address:

https://www.ontarioca.gov/Planning/Reports/EnvironmentalImpact

Other reference sources that are incorporated into this EIR by reference are listed in Section 7.0, *References*, of this EIR. In most cases, documents or websites not included in the EIR's Technical

Appendices are cited by a link to the online location where the document/website can be viewed for convenience. References relied upon by this EIR and cited in Section 7.0 can be requested in electronic form by contacting the City Planning Department or can be viewed in electronic format at the City of Ontario Planning Department, 303 East B Street, Ontario, CA 91764, during the City's regular business hours.

1.6 RESPONSIBLE AND TRUSTEE AGENCIES

The California Public Resources Code (Section 21104) requires that all EIRs be reviewed by responsible and trustee agencies (see also CEQA Guidelines Sections 15082 and 15086(a)). As defined by CEQA Guidelines Section 15381, "the term 'Responsible Agency' includes all public agencies other than the Lead Agency that have discretionary approval power over the project." A "Trustee Agency" is defined in CEQA Guidelines Section 15386 as "a state agency having jurisdiction by law over natural resources affected by a project which are held in trust for the people of the State of California." The Project would require approval from the following Trustee and Responsible Agencies:

- Santa Ana Regional Water Quality Control Board (RWQCB) is identified as a Trustee Agency for the Project that is responsible for issuance of a National Pollutant Discharge Elimination System (NPDES) Permit to ensure that during and after Project construction, on-site water flows do not result in siltation, other erosional actions, or degradation of surface or subsurface water quality.
- South Coast Air Quality Management District (SCAQMD) is identified as a Responsible Agency pertaining to the issuance of construction-related permits.
- Ontario Municipal Utilities Company (OMUC) is a Responsible Agency pertaining to the approval of the Project's proposed water connections.
- Inland Empire Utilities Agency (IEUA) is a Responsible Agency pertaining to the approval of the Project's proposed sewer connections.
- The San Bernardino County Flood Control District (SBCFCD) is a Responsible Agency pertaining to the approval of the Project's proposed drainage improvements.
- Southern California Edison (SCE) is identified as a Responsible Agency pertaining to the installation of new SCE facilities/connections to service the Project.
- Southern California Gas Company (SoCal Gas) is identified as a Trustee Agency pertaining to the installation of new Southern California Gas Company facilities/connections to service the Project.

There are no other known Trustee Agencies or Responsible Agencies identified for the Project. Regardless, this EIR can be used by any Trustee Agency or Responsible Agency, whether identified in this EIR or not, as part of their decision-making processes in relation to the proposed Project.

1.7 AREAS OF CONTROVERSY

Substantive issues raised in response to this EIR's NOP were previously summarized in Table 1-1. Based on comments received in response to the NOP, concerns were raised regarding potential impacts to the environment pertaining to the topics of: air quality geology and soils, greenhouse gases, and noise. No other areas of concern or controversy were identified pertaining to the proposed Project, beyond comments regarding the Project's potential environmental effects summarized in Table 1-1.

1.8 ISSUES TO BE RESOLVED BY THE DECISION-MAKING BODY

The primary issue to be resolved by the decision-making body for the proposed Project involves the Project's significant and unavoidable impacts in the environmental topic areas of vehicle miles traveled (VMT). The City of Ontario Planning Commission will evaluate whether the mitigation measures (Transportation Demand Management Program) presented in this document to reduce the Project's unavoidable VMT impact adequately reduce the Project's impact to the maximum feasible extent. The Planning Commission also will make a determination as to whether the Project's benefits outweigh the adverse environmental effect in support of adopting a Statement of Overriding Considerations pursuant to CEQA Guidelines Section 15093.

2.0 Environmental Setting

2.1 Regional Setting and Location

The approximately 13.08-acre Project Site is located within the City of Ontario, which is located in the southwestern portion of San Bernardino County, California. Ontario is located east of the cities of Montclair and Chino and unincorporated area of San Bernardino County, west of the City of Fontana and unincorporated land in San Bernardino County, north of the Cities of Chino, Eastvale, and Jurupa Valley, and south of the cities of Upland and Rancho Cucamonga. The Project Site is located approximately 0.57-mile east of Interstate 15 (I-15) and approximately 0.28-mile south of Interstate 10 (I-10). The Site's location in a regional context is shown on Figure 3-1, *Regional Map*, in Section 3.0, *Project Description*.

The Project Site is located in an urbanized area of southern California commonly referred to as the "Inland Empire." The Inland Empire is an approximate 28,000 square-mile region comprising San Bernardino County, Riverside County, and eastern Los Angeles County.

2.2 Local Setting and Location

At the local scale, the Project Site is located at 5355 East Airport Drive (APN: 0238-052-29 and 0238-052-20). The Project Site is bordered by East Airport Drive to the south, industrial uses to the east and west, railroad tracks to the north. Refer to Figure 3-2, *Vicinity Map* and Figure 3-3, *USGS Topographic Map* in Section 3.0, *Project Description*.

The area immediately surrounding the Project Site contains a variety of industrial uses. The census tract containing the Project Site (Census Tract 6071012700) is ranked by the State as being in the 65th percentile for pollution burden which, based on the Census Tract's demographic characteristics, results in the Office of Environmental Health Hazard Assessment (OEHHA) ranking the area in the 88th percentile of communities that are disproportionately burdened by multiple sources of pollution (OEHHA, 2022).

OEHHA's California Communities Environmental Health Screening Tool: CalEnviroScreen 4.0, is a screening methodology that the State uses to identify California communities that are disproportionately burdened by multiple sources of pollution. The CalEnviroScreen 4.0 indicators for the Project Site's Census Tract are shown below.

Table 2-1 CalEnviroScreen Indicators for Census Tract 6071012700

Indicator	% Burden	Indicator	% Burden
Exposures		**Environmental Effects**	
Ozone:	91	Cleanup Sites	0
PM 2.5:	96	Groundwater Threats	31
Diesel PM:	97	Hazardous Waste	79
Pesticides:	0	Impaired Waters	0
Toxic Releases:	79	Solid Waste	70
Traffic:	89	**Sensitive Populations**	
Drinking Water:	93	Asthma	47
Lead from Housing:	9	Low Birth Weight	57
		Cardiovascular Disease	67
		Socioeconomic Factors	
		Education	40
		Linguistic Isolation	18
		Poverty	24
		Unemployment	54
		Housing Burden	32

Source: (OEHHA, 2022)

Exposure indicators are based on measurements of different types of pollution that people may encounter. Environmental effects indicators are based on the locations of toxic chemicals in or near communities. Sensitive population indicators measure the number of people in a community who may be more severely affected by pollution because of their age or health. Socioeconomic factor indicators are conditions that may increase people's stress or make healthy living difficult and cause them to be more sensitive to pollution's effects. As indicated in Table 2-1, for the Project Site's Census Tract, the highest environmental exposures (over 75%) are from ozone (O_3), fine particulate matter ($PM_{2.5}$), diesel particulate matter (DPM), toxic releases, drinking water, and hazardous waste. There are no population and socioeconomic factors over 75%. This data is consistent with the industrial nature of the Project Site and its surrounding area and low number of residents (population) living near the Project Site in the census tract.

Even though the Project site is not located within a census tract that receives the highest 25% of overall scores in CalEnviroScreen 4.0, the Project site is considered a SB 535 Disadvantaged Community identified by the California Environmental Protection Agency (CalEPA) due to the census tract being identified as a Disadvantaged Community in 2017. Census tracts identified in the 2017 Disadvantaged Community designation as disadvantaged, regardless of their scores in CalEnviroScreen 4.0, are considered a disadvantage community. The State provides California Climate Investment funding, appropriated by the State Legislature, from the proceeds of the State's Cap-and-Trade Program for investment in disadvantaged communities. The funding is used for programs that reduce emissions of greenhouse gases, with at least 25% of the funding going to projects that provide a benefit to

disadvantaged communities, and at least 10% of the funding going to projects located within those communities. (OEHHA, 2022)

2.3 SURROUNDING LAND USES

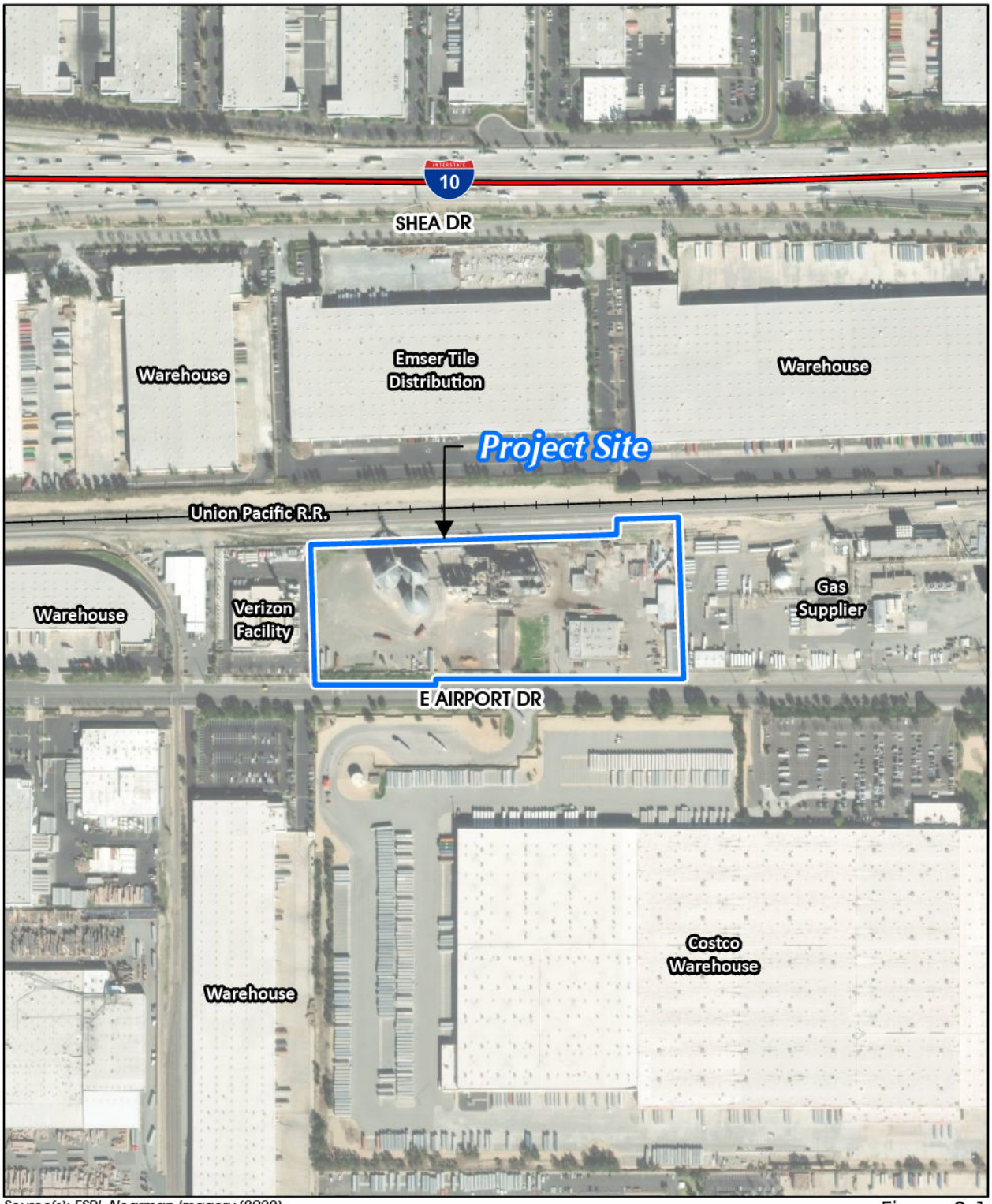
Existing land uses in the immediate vicinity of the Project Site are illustrated on Figure 2-1, *Surrounding Land Uses*, and are described below.

North: A railroad right-of-way adjoins the Project Site to the north. Emser Tile Distribution Center (5300 Shea Center Drive) is located to the north of the railroad tracks.

South: East Airport Drive adjoins the Project Site to the south. Two warehouses are located south of East Airport Drive with street addresses of 5600 East Airport Drive and 5200 East Airport Drive. Current tenants at these warehouses include Costco and XPO Logistics.

West: A Verizon facility (5351 East Airport Drive) adjoins the Project Site to the west.

East: A industrial gas supplier, Praxair, Inc. with the street address of 5735 East Airport Drive adjoins the Project Site to the east.



Source(s): ESRI, Nearmap Imagery (2022)

Figure 2-1

0 125 250 500 Feet

Surrounding Land Uses

2.4 PLANNING CONTEXT

2.4.1 CITY OF ONTARIO GENERAL PLAN (POLICY PLAN)

The City of Ontario's prevailing planning document is its General Plan (Policy Plan), dated August 2022. As depicted on Figure 2-2, *Existing General Plan Land Use Designations,* the City's General Plan designates the Project Site for "Industrial (IND)" land uses. The "IND" lane use designation is intended 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 with a maximum floor area ratio (FAR) of 0.55 (Ontario, 2022a, p. 11).

2.4.2 ZONING

As shown on Figure 2-3, *Existing Zoning Designations*, the Project Site is designated as "Heavy Industrial (IH)". According to the Ontario Development Code, Chapter 5.0 Zoning and Land Use, the IH zoning district is established to accommodate heavier manufacturing, assembly, storage, warehousing, and other similar industrial activities, as well as adult uses, all of which may be developed at a maximum intensity of 0.55 FAR. This zoning district is intended to be located away from residentially zoned properties, public parks and schools, and mixed-use properties having a residential component. The IH zoning district is consistent with, and implements, the Industrial land use designation of the Policy Plan component of The Ontario Plan (Ontario, 2022c).

2.4.3 SCAG REGIONAL TRANSPORTATION PLAN / SUSTAINABLE COMMUNITIES STRATEGY

The Southern California Association of Governments (SCAG) is a Joint Powers Authority (JPA) under California State law, established as an association of local governments and agencies that voluntarily convene as a forum to address regional issues. Under federal law, SCAG is designated as a Metropolitan Planning Organization (MPO) and under State law as a Regional Transportation Planning Agency and a Council of Governments. The SCAG region encompasses six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura) and 191 cities in an area covering more than 38,000 square miles.

SCAG's *2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)* develops long-range regional transportation plans including a sustainable communities strategy and growth forecast components, regional transportation improvement programs, regional housing needs allocations and other plans for the region. The *RTP/SCS* provides objectives for meeting air pollution emissions reduction targets set forth by the California Air Resources Board (CARB); these objectives were provided in direct response to Senate Bill 375 (SB 375) which was enacted to reduce greenhouse gas emissions from automobiles and light trucks through integrated transportation, land use, housing, and environmental planning. The Subregional Sustainable Communities Strategies identifies the Project Site as being located in an area with a "Standard Suburban" land use pattern, which is defined as auto-oriented development with a minimal mix of land uses (SCAG, 2020a, Sustainable Communities Strategy Technical Report, p. 45).

The *Goods Movement Technical Report* of the RTP/SCS recognizes that the SCAG region is the premier trade gateway for the United States. It goes on to say that the SCAG region has witnessed continued growth for warehousing, distribution, cold storage and truck terminal facilities, with a majority of the growth for national and regional distribution facilities occurring in the Inland Empire. Through Connect SoCal, SCAG is working on various regional strategies to maintain the SCAG region as an important trade gateway while addressing regional transportation efficiency and environmental sustainability (SCAG, 2020a, Goods Movement Technical Report, pp. 1 through 17).

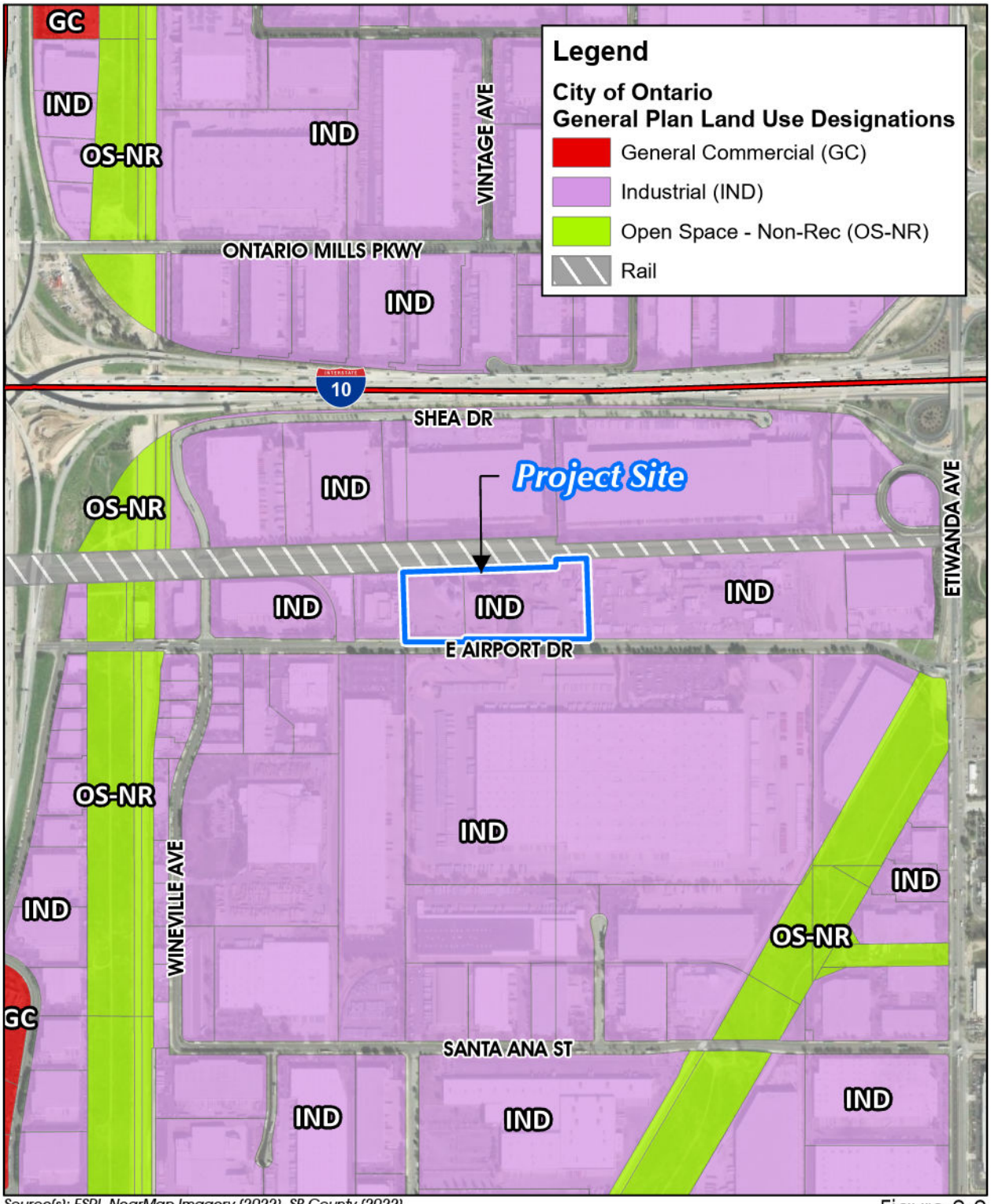
2.5 EXISTING PHYSICAL SITE CONDITIONS

CEQA Guidelines Section 15125(a)(1), recommends that the physical environmental condition that existed at the time an EIR's NOP is released for public review normally be used as the comparative baseline for the EIR analysis. The NOP for this EIR was released for public review on September 1, 2022, and the following pages include a description of the Project Site's physical environmental condition ("existing conditions") as of that approximate date. More information regarding the Project Site's environmental setting is provided in the specific subsections of EIR Section 4.0, *Environmental Analysis*.

2.5.1 LAND USE

Under existing conditions, the Project Site is developed with a grain processing company and a corn storage and distribution facility. The eastern portion of the Project Site contains grain storage silos, grain mill area, and five buildings that are used for maintenance and repair, grain storage, and service shop. The western portion of the Project Site contains enclosed grain storage, with an office trailer. A vehicle wash-down area is also present on the northeastern portion of the Site. Several subsurface septic systems are located beneath the Site to serve the existing uses.

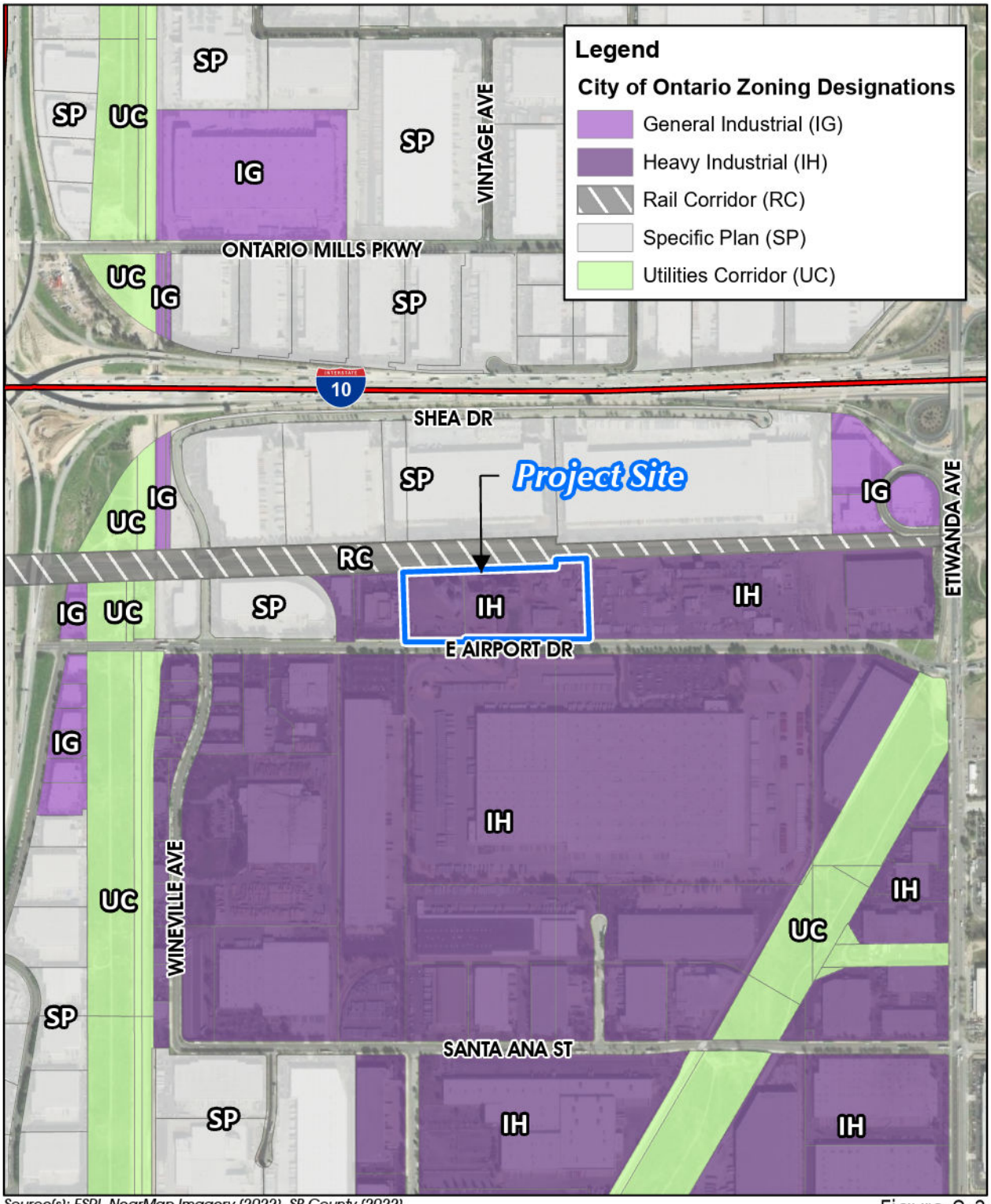
Pursuant to CEQA Guidelines Section 15125(d), the environmental setting should identify any inconsistencies between a proposed project and applicable general, specific, or regional plans. The Project Applicant proposes to develop the approximately 13.08-acre property as a one-building warehouse facility. The principal discretionary action required of the City of Ontario to implement the Project is a Development Plan, which is described in detail in Section 3.0, *Project Description*. Other permits and approvals are listed in Table 3-3, *Matrix of Approvals/Permits*. The Project is consistent with the existing General Plan land use and Zoning designations of "IND" and "IH", respectively.



Source(s): ESRI, NearMap Imagery (2022), SB County (2022)

Figure 2-2

Existing General Plan Land Use Designations



Source(s): ESRI, NearMap Imagery (2022), SB County (2022)

Figure 2-3

Existing Zoning Designations

2.5.2 Aesthetics and Topographic Features

The Project Site slopes gently to the south-southeast at a gradient of less than 1 percent and is perceived to be generally flat. Figure 3-3, *USGS Topographic Map*, in EIR Section 3.0, *Project Description*, depicts the Project Site's existing topographic conditions. The Project Site is completely developed and minimal vegetation is located around the southern perimeter of the Project Site. There are no rock outcroppings or other unique topographic or aesthetic features present on the property.

2.5.3 Air Quality and Climate

The Project Site is located in the 6,745-square mile South Coast Air Basin (SCAB), which includes portions of Los Angeles, Riverside, and San Bernardino Counties, and all of Orange County. The SCAB is bound by the Pacific Ocean to the west and the San Gabriel, San Bernardino, the San Jacinto Mountains to the north and east, and San Diego County to the South. The SCAB is within the jurisdiction of the South Coast Air Quality Management District (SCAQMD), the agency charged with bringing air quality in the SCAB into conformity with federal and State air quality standards. Although the climate of the SCAB is characterized as semi-arid, the air near the land surface is quite moist on most days because of the presence of a marine layer. More than 90% of the SCAB's rainfall occurs from November through April. Temperatures during the year range from an average minimum of 36°F in January to over 100°F maximum in the summer. During the late autumn to early spring rainy season, the SCAB is subjected to wind flows associated with the traveling storms moving through the region from the northwest. This period also brings five to ten periods of strong, dry offshore winds, locally termed "Santa Ana(s)" each year. (Urban Crossroads, 2022a)

At the regional level, air quality in the SCAB has improved over the past several decades; however, the SCAB is currently not in attainment of State and/or federal standards established for Ozone (O_3 one-hour (State standard only) and eight-hour), and particulate matter (PM_{10} (State standard only) and $PM_{2.5}$). No areas of the SCAB exceeded federal or State standards for nitrogen dioxide (NO_2), sulfur dioxide (SO_2), or carbon monoxide (CO). (Urban Crossroads, 2022a)

Refer to EIR Subsection 4.2, *Air Quality*, and 4.6, *Greenhouse Gas Emissions*, for a more detailed discussion of the existing air quality and climate setting in the Project area.

2.5.4 Cultural Resources & Tribal Cultural Resources

Three cultural resources have been recorded within one-half mile of the Project Site; none of which are within the Project boundaries. The resources include a historic railroad track alignment, a historic foundation, and a historic transmission line alignment. (BFSA, 2022)

2.5.5 Geology

Regionally, the Project Site is in the Upper Santa Ana River Valley, consisting of coalescing alluvial fans formed by steams flowing out of the San Gabriel Mountains to the north. The Project Site lies within the Peninsular Ranges geomorphic province, characterized by northwest-trending mountains

and valleys and extending south into Mexico. The Project Site is in one of the more seismically active portions of southern California. (Ontario, 2022a)

The Project Site is located in an area that is subject to strong ground motions due to earthquakes. Numerous faults capable of producing significant ground motions are located near the Project Site. (SoCal Geotechnical, 2022a, p. 10) An active fault is defined by the California Geotechnical Survey as a fault that has experienced surface displacement within the Holocene Epoch (roughly the last 11,000 years). The nearest active fault to the Project Site is the Cucamonga Fault, located approximately 7.0 miles to the north of the Project Site (CGS, 2015). Research of available maps indicates that the Project Site is not located within an Alquist-Priolo Earthquake Fault Zone. No evidence of faulting was identified during the geotechnical investigation. (SoCal Geotechnical, 2022a, p. 10)

Artificial fill soils were encountered beneath the existing pavements at all of the infiltration boring locations, extending to depths of 3 to 4± feet below the existing site grades. The fill soils generally consist of medium dense to dense silty sands, with occasional loose sands. The fill soils possess a disturbed mottled appearance resulting in their classification as artificial fill. Native alluvial soils were encountered beneath the fill soils at all of the infiltration boring locations, extending to at least the maximum depth explored of 12± feet. The alluvium generally consists of loose sands, silty sands and silty sands to sandy silts, with occasional medium dense silty sands. (SoCal Geotechnical, 2022b, p. 3)

Refer to EIR Subsection 4.5, *Geology and Soils*, for a more detailed discussion of the Project Site's existing geological setting.

2.5.6 Hydrology

The Project Site is located in the Santa Ana River watershed, which drains an approximately 2,650-square-mile area. The Santa Ana River starts in Santa Ana Canyon in the southern San Bernardino Mountains and runs southwesterly across San Bernardino, Riverside, and Orange Counties, where it discharges into the Pacific Ocean at the City of Huntington Beach.

The natural drainage pattern for the existing condition of the Project Site is north to south. There are no existing public storm drain systems at the frontage of the Project Site. Stormwater sheet flows south and discharge onto the existing curb and gutter on Airport Drive. Runoff flows east along Airport Drive and discharges into an existing catch basin located approximately 1,500 east of the Project Site. The existing catch basin is connected to the Lower Etiwanda Creek Channel, which conveys stormwater to the Wineville Basin. (Westland Group, 2022, p. 1)

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) No. 06071C8633J (effective 09/02/2016), the Project Site is located within FEMA Flood Zone X, which is correlated with areas of minimal flood hazard, determined to be less than the 0.2 percent annual chance flood. (FEMA, 2016)

Refer to EIR Subsection 4.8, *Hydrology and Water Quality*, for a more detailed discussion of the Project Site's existing hydrology and water quality setting.

2.5.7 NOISE

Urban Crossroads recorded 24-hour noise readings at four locations in the Project study area on March 8, 2022, to determine the baseline for the existing noise environment. Measured daytime noise levels in the area ranged from 58.4 equivalent level decibels (dBA L_{eq}) to 69.8 dBA L_{eq} and nighttime noise levels from 59.0 dBA L_{eq} to 68.2 dBA L_{eq}. In general, the existing background ambient noise levels in the Project area are dominated by traffic noise associated with automobiles and truck traffic on the local arterial roadway network and the railroad directly north of the Project Site.

Refer to EIR Subsection 4.9, *Noise*, for a more detailed discussion of the Project Site's existing noise setting.

2.5.8 TRANSPORTATION

The Project Site is located north of East Airport Drive, which is classified as a Minor Arterial under the Policy Plan (Ontario, 2022a). Existing traffic on East Airport Drive consists of both passenger vehicles and trucks passing through the area and accessing nearby land uses. The primary regional vehicular travel route serving the Project area is I-10 and I-15, which are located approximately 0.2-mile north and 0.4-mile west of the Project Site, respectively. The Project Site is located approximately 0.4-mile (driving distance) west of the N. Etiwanda Avenue on/off-ramp to I-10 and 3-mile (driving distance) northeast of the Jurupa Avenue on/off-ramp to I-10.

Public transit service in the region is provided by Omnitrans, a public transit agency that serves various jurisdictions within San Bernardino County. There are no public transit routes that run adjacent to the Project Site under existing conditions. The nearest transit routes to the Project Site are Route 61 which has a stop located along Fourth Street, approximately 0.9 mile north of the Project Site and Route 82 which has a stop located at South Etiwanda and Jurupa Avenue, approximately 1.2 miles southeast of the Project Site.

There are no existing bicycle facilities within the vicinity of the Project Site. The closest bike route to the Project Site is a Class III bike route located along Ontario Mills Parkway, approximately 0.4 mile north of the Project Site. There are no sidewalks on either side of East Airport Drive, with the exception of a small portion along the adjacent development frontage directly to the west at 5351 East Airport Drive.

Refer to EIR Subsection 4.10, *Transportation*, for a more detailed discussion of the Project Site's existing transportation setting.

2.5.9 Utilities and Service Systems

Water service to the Project Site is provided by the Ontario Municipal Utilities Company (OMUC) and the City of Ontario provides wastewater conveyance service to the Project Site. Under existing conditions, there is an existing 12-inch water main on East Airport Drive and a 24-inch recycled water main on East Airport Drive that ends approximately west of South Wineville Avenue.

Sanitary sewage generated at the Project Site currently discharges to subsurface septic systems located beneath the site. Two known septic systems are located on the eastern parcel and one known system is located on the western parcel.

The City of Ontario collected solid waste for residences and businesses within the City, including the Project Site. Solid waste generated during the operation of the Project is anticipated to be hauled to either Badlands Sanitary Landfill or El Sobrante Landfill.

Electricity and gas services will be provided by Southern California Edison (SCE) and Southern California Gas Company (SoCal Gas), respectively. Existing overhead power lines occur along East Airport Drive that are aligned in an east-west direction along the southern boundary of the Project Site. There is also an existing 10-inch gas line in East Airport Drive.

Refer to EIR Subsection 4.12, *Utilities and Service Systems*, for a more detailed discussion of the Project Site's existing utilities systems.

2.5.10 Rare and Unique Resources

As required by CEQA Guidelines Section 15125(c), the environmental setting should place special emphasis on resources that are rare or unique to that region and would be affected by the Project. Based on the existing conditions of the Project Site and surrounding area described above and discussed in more detail in Section 4.0, *Environmental Analysis*, the Project Site does not contain any resources that are rare or unique to the region.

3.0 PROJECT DESCRIPTION

This section provides all of the information required of an EIR Project Description pursuant to CEQA Guidelines Section 15124, including a description of the Project's precise location and boundaries; a statement of the Project's objectives; a description of the Project's technical, economic, and environmental characteristics; and a description of the intended uses of this EIR (including a list of the government agencies that are expected to use this EIR in their decision-making processes); a list of the permits and approvals that are required to implement the Project; and a list of related environmental review and consultation requirements.

3.1 PROJECT LOCATION AND SETTING

As shown in Figure 3-1, *Regional Map*, the 13.08-acre 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.

At the local scale, the Project Site is located at 5355 East Airport Drive (APN: 0238-052-29 and 0238-052-20). The Project Site is bordered by East Airport Drive to the south, industrial uses to the east and west, and railroad tracks to the north. Refer to Figure 3-2, *Vicinity Map*, and Figure 3-3, *USGC Topographic Map*. Also refer to EIR Subsection 2.3, *Surrounding Land Uses*, for a description of existing land uses that abut the Project Site.

Under existing conditions, the Project Site is developed with a grain processing company and a corn storage and distribution facility. The eastern portion of the Project Site contains grain storage silos, grain mill area, and five buildings that are used for maintenance and repair, grain storage, and service shop. The western portion of the Project Site contains enclosed grain storage, with an office trailer. A vehicle wash-down area is also present on the northeastern portion of the Site, and three known septic systems are located beneath the Site. Vehicular access to the Project Site is from three driveways along East Airport Drive. There are currently no sidewalks present along the Project Site's southern boundary on East Airport Drive.

3.2 STATEMENT OF OBJECTIVES

The fundamental purpose and goal of the 5355 East Airport Drive Project is to accomplish the orderly redevelopment of the Project Site with a modern warehouse distribution facility. The Project would achieve this goal through the following objectives.

A. To expand economic development and facilitate job creation in the City of Ontario by re-developing the property with a new, in-demand industrial use adjacent to an already-established industrial area.

B. To attract employment-generating businesses to the City of Ontario to reduce the need for members of the local workforce to commute outside the area for employment.

C. To develop industrial buildings with loading bays in close proximity to designated truck routes and the State highway system to avoid or shorten heavy truck-trip lengths on City and regional roads.

D. To attract businesses that can expedite the delivery of goods to consumers and businesses in the City of Ontario and beyond.

E. To develop a project that has architectural design and operational characteristics that complement other existing and planned buildings in the immediate vicinity of the Project Site and minimize conflicts with other nearby land uses.

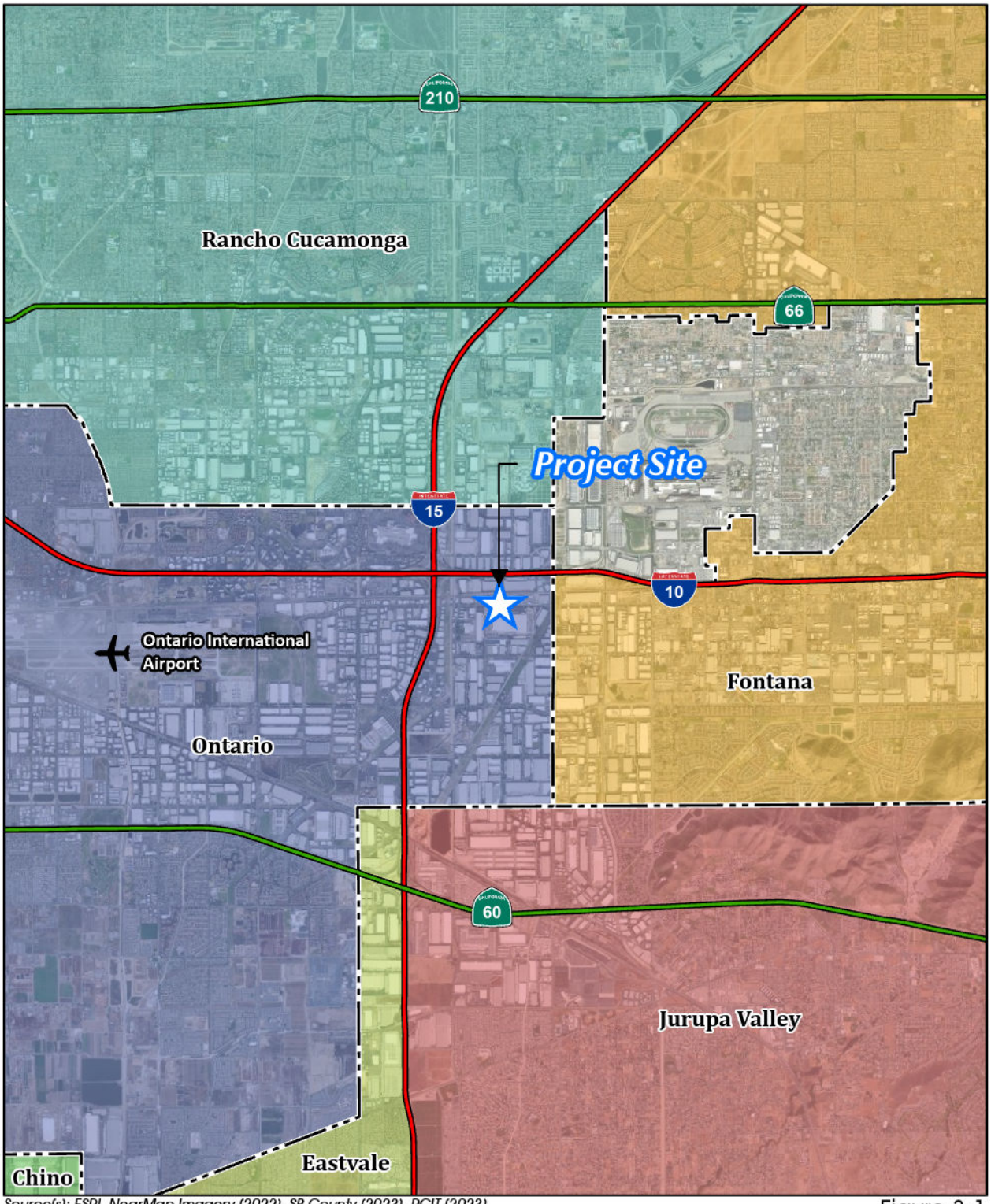
F. To develop a property that has access to available infrastructure, including roads and utilities.

3.3 PROJECT COMPONENTS

The Project involves a discretionary application for a Development Plan (PDEV22-017). The principal discretionary action required of the City of Ontario to implement the Project are described in detail on the following pages. Additional discretionary and administrative actions that would be necessary to implement the proposed Project are listed in Table 3-3, *Matrix of Project Approvals/Permits*, at the end of this Section.

3.3.1 DEVELOPMENT PLAN (PDEV22-017)

The proposed Development Plan specifies a development plan for the Project Site that provides for the construction and operation of a warehouse building with approximately 270,337 square feet (s.f.) of building floor area, including 255,337 s.f. of warehouse space and 15,000 s.f. of mezzanine. Although the future tenant(s) of the proposed building is unknown at this time, for purposes of analysis within this EIR it is assumed that the building would include approximately 27,034 s.f. of high-cube cold storage uses (10% of the building space), with remaining portions of the building consisting of warehouse uses. The detailed components of the proposed Site Plan are described below. The Project design, which ultimately would include building components and systems to be shown on construction drawings (such as light fixtures, water fixtures, and heating, ventilation, and air condition equipment), would be conditioned by the City of Ontario to achieve Leadership in Energy and Environmental Design (LEED) standards.

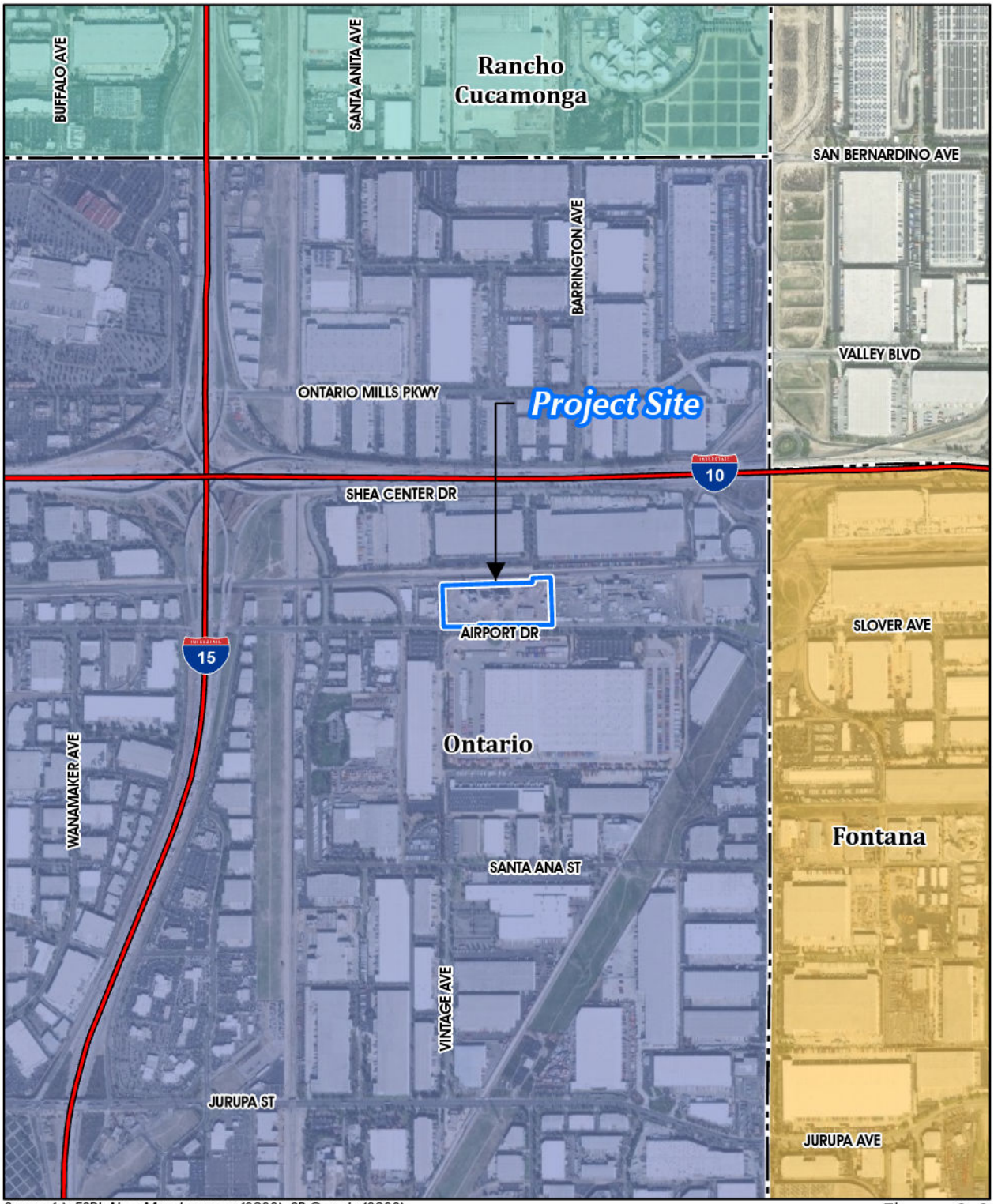


Source(s): ESRI, NearMap Imagery (2022), SB County (2023), RCIT (2023)

Figure 3-1

0 0.375 0.75 1.5 Miles

Regional Map

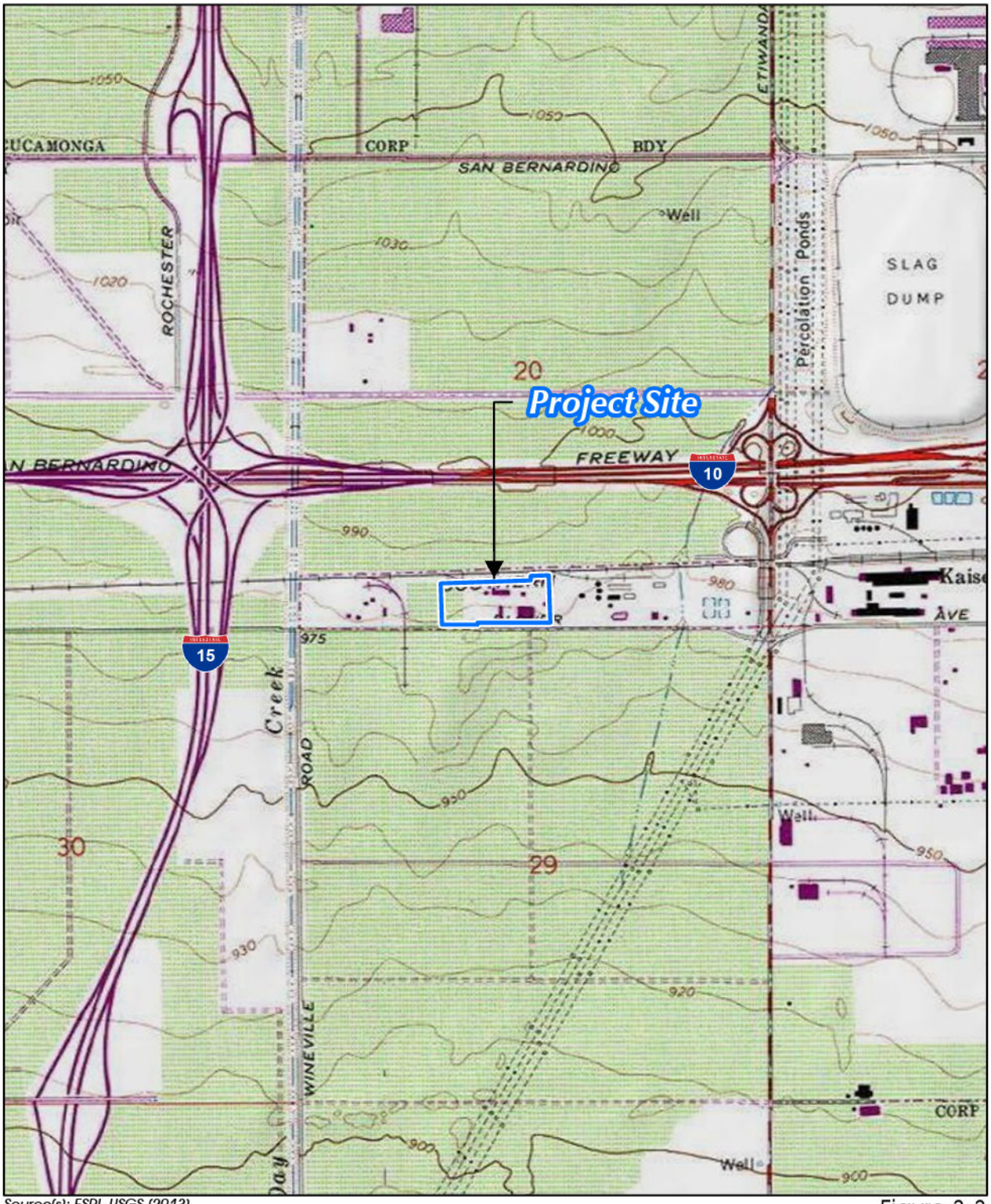


Source(s): ESRI, NearMap Imagery (2022), SB County (2022)

Figure 3-2

0 425 850 1,700 Feet

Vicinity Map



Source(s): ESRI, USGS (2013)

Figure 3-3

0 425 850 1,700 Feet

USGS Topographic Map

B. Site Plan

The proposed Site Plan for the Project is illustrated on Figure 3-4, *Proposed Site Plan*. The proposed building is designed as a rectangular-shaped building with its elongated sides oriented parallel to the Project Site's northern and southern boundaries. The proposed building would have 54 loading docks and 48 truck trailer parking spaces within the truck court/loading area on the south side of the building. The truck court/loading area would be enclosed and screened from public viewing areas by landscaping and minimum 14-foot-tall concrete tilt screening walls, with 8-foot-tall black tube steel gate used at the access points. Passenger vehicle parking areas would be provided on the west, south, and east sides of the building with a total of 251 on-site passenger vehicle spaces. Of the 251 spaces, 126 would be designated as standard automobile parking stalls, 7 would be designated as accessible parking stalls, 25 would be designated as electric vehicle parking stalls, and 93 would be designated as future stalls within the truck court. Additionally, bike racks would be provided near the building entrances and adjacent to the electrical room. Vehicular access would be provided via 2 driveways on East Airport Drive. Both driveways would be covered with enhanced decorative paving and would provide inbound/outbound access for passenger vehicles and trucks. A new sidewalk would be constructed along East Airport Drive to provide pedestrian access from the public street to the primary building entrances.

C. Architecture Plan

The proposed architecture plan provides a building with a maximum height of 49 feet above finished floor elevation to the top of the parapets; however, the proposed building would have a varied roofline and portions of the building would be slightly less than 49 feet tall. The proposed building would be constructed with concrete tilt-up panels, with special architectural features and colors at the potential office locations at the southwest and southeast corners of the building, which also would feature green reflective glazing. The proposed building's exterior color palette would be comprised of various shades of white, grays, dark grays, and dark green. Architectural elevations for the proposed project are illustrated on Figure 3-5, *Proposed Architectural Elevations*.

D. Landscaping/Exterior Features

Ornamental landscaping and lighting would be installed per compliance with the City's Municipal Code. As depicted in Figure 3-6, *Proposed 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 would feature drought-tolerant plant materials including approximately 199 trees, installed at the following sizes at the time of planting: 109 15 gallon, 10 48" box, 20 36" box, and 60 24" box trees.

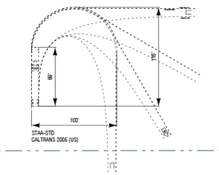
Exterior lighting would be installed on-site, as necessary, for safety, security, and wayfinding. Decorative architectural lighting as well as landscape lighting would also be installed to accent building entries as focal points throughout the Site.

VICINITY MAP

GENERAL NOTES:

1. EXISTING CONSTRUCTION SITE DEBRIS TO BE REMOVED.
2. THE SITE CURRENTLY SLOPES +/- 2 %.
3. NO SIGNS ARE PROPOSED WITH THIS APPLICATION PACKAGE.
4. ALL PROPOSED NEW ON-SITE UTILITY SERVICES SHALL BE UNDERGROUNDED.
5. DRIVEWAYS SHALL BE CONSTRUCTED PER CITY STANDARD PLAN.
6. DRAINAGE SECTIONS OF CURB & GUTTER WITHIN PUBLIC RIGHT OF WAY SHALL BE SUBMITTED.
7. "SITE PLAN SHALL MEET ALL ENGINEERING AND NPDES REQUIREMENTS".
8. ALL EXTERIOR LIGHT SHALL BE A 1 FC MIN.
9. ALL BACKFLOW DEVICES SHALL HAVE A SECURE LOCKABLE CAGE AROUND IT.
10. SLOPES GREATER THAN 3:1 WILL REQUIRE JUTE NETTING WITH GROUNDCOVER.
11. ALL OUT SWINGING DOORS TO HAVE NON-REMOVABLE HINGE PINS.
12. ALL NET LANDSCAPE PARKING FINGERS SHALL BE 5'-0" WIDE, EACH FINGER WILL HAVE A 12" WIDE STEP OUT ADJACENT TO CAR PARKING AND ALL LANDSCAPE CURBS TO BE 6" HIGH.
13. ALL GROUND MOUNTED UTILITY STRUCTURES SHALL BE LOCATED OUT OF VIEW AS BEST AS POSSIBLE FROM PUBLIC VIEW. PROVIDE ADDITIONAL LANDSCAPE SCREENING AROUND STRUCTURES.

TRUCK TURNING DIAGRAM



KEYNOTES:

1. PROPOSED PAINTED CONCRETE TILT-UP 40' CLEAR INDUSTRIAL BUILDING.
2. TYPICAL PARKING STALL = 9' X 18'. MAY BE REDUCED TO 9' X 16 W/ 2'-0" OVERHANG STRIPING PER CITY STANDARDS.
3. TYPICAL CARPOOL/VANPOOL PARKING STALL = 9' X 18'. MAY BE REDUCED TO 9' X 16 W/ 2'-0" OVERHANG. STRIPING PER CITY STANDARDS.
4. CONCRETE PAVED TRUCK COURT.
5. FULLY IRRIGATED LANDSCAPE AREA BOUNDED BY 6" CONCRETE CURB - SEE CONCEPT LANDSCAPE PLAN.
6. PRIMARY BUILDING ENTRANCE W/ DECORATIVE CONCRETE ENTRY WALK.
7. LOCATION OF TRASH ENCLOSURE, SEE SHEET A2-1P
8. NEW 14'-0" HIGH CONCRETE SCREENWALL, PAINTED AND CONSTRUCTED TO MATCH THE BUILDING. PROVIDE GRAFFITI-PROOF PAINT FOR THE BOTTOM 12'-0". SEE ELEVATIONS SHEET A3-1P FOR ELEVATIONS.
9. PROPERTY LINES.
10. PROPOSED TRANSFORMER LOCATION.
11. 12' X 53' TRUCK TRAILER PARKING AREA.
12. NEW ADA ACCESSIBLE PARKING STALLS. 9' X 18'-0".
13. DASHED LINE INDICATES - NEW 6'-0" WIDE SURFACE WALK. ACCESSIBLE PATH OF TRAVEL FROM PUBLIC SIDEWALK & PARKING STALLS TO PRIMARY BUILDING ENTRANCE - CONSTRUCT NEW CONCRETE SIDEWALK. MAX SLOPE OF SURFACE WALK IN THE DIRECTION OF TRAVEL 4.0%. MAX CROSS SLOPE 2%.
14. PROVIDE ENHANCED DECORATIVE PAVING AT DRIVEWAY APPROACH WITH 2'-0" WIDE SMOOTH CONCRETE BAND.
15. PROPOSED DRIVEWAYS PER CITY STANDARDS.
16. PROPOSED CURB GUTTER PER CITY STANDARD.
17. PROPOSED ONSITE FIRE HYDRANT LOCATIONS.
18. PATIO AREA WITH SEATING.
19. CONCRETE LANDING AND BICYCLE RACK FOR BIKES. SEE PROJECT DATA FOR SPACES REQUIRED.
20. LONG TERM MOUNTED BICYCLE RACK, (NOTE LONG TERM RACK TO BE INSTALL ADJACENT TO ELECTRICAL ROOM TO COMPLY WITH CALGREEN). SEE PROJECT DATA FOR SPACES REQUIRED.
21. OWNER TO COORDINATE WITH THE RAIL COMPANY ON TEH STATUS OF THE RAIL SPURS. CURRENT PLAN IS TO REMOVE THE RAIL SPURS.

ZONING INFORMATION

OFFICE/ WAREHOUSE CONSTRUCTION TYPE	III-B
OCCUPANCY	B/S-1/F-1
ZONE	IH (HEAVY INDUSTRIAL)
AIRPORT INFLUENCE AREA	ZONE D

DEVELOPER / OWNER:
PROLOGIS LP
3546 CONCOURS STREET, SUITE 100
ONTARIO, CA 91764
CONTACT: JOHN CATER
EMAIL: jcarter@prologis.com

PREPARED BY:
RGA, OFFICE OF ARCHITECTURAL DESIGN
19231 ALTON PARKWAY, SUITE 100
IRVINE, CA 92618
CONTACT: MIKE GILL
EMAIL: mike@rga-architects.com

LEGAL DESCRIPTION:
THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF ONTARIO, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

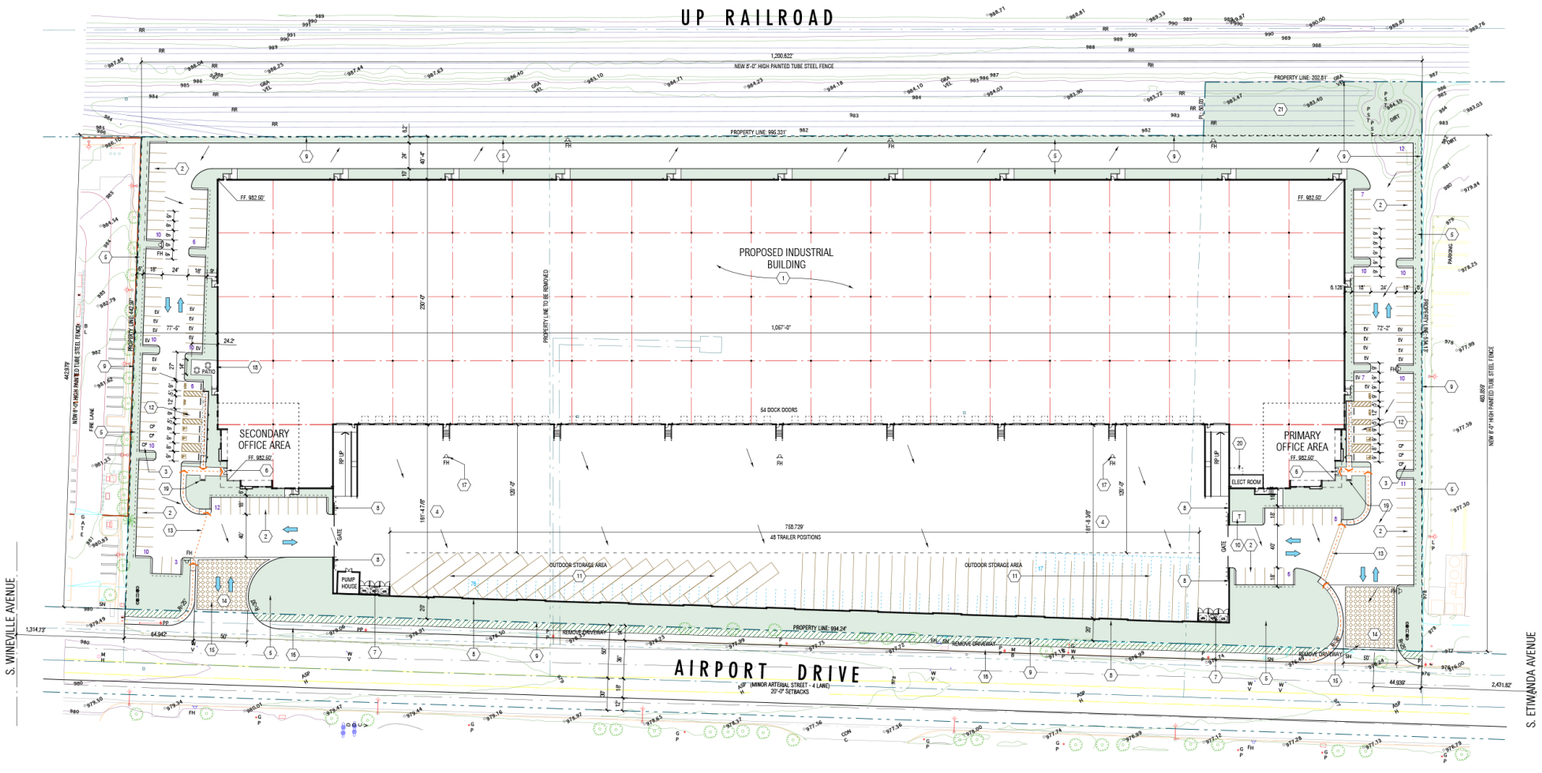
PARCEL 1:
THAT PORTION OF LOT 3, BLOCK 20, TRACT NO. 2244, IN THE CITY OF ONTARIO, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER PLAT RECORDED IN BOOK 36 OF MAPS, PAGES 50 TO 58, INCLUSIVE, RECORDS OF SAID COUNTY.

PARCEL 2:
THAT PORTION OF LOT 3, BLOCK 20, TRACT NO. 2244, IN THE CITY OF ONTARIO, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER PLAT RECORDED IN BOOK 36 OF MAPS, PAGES 50 TO 58, INCLUSIVE, RECORDS OF SAID COUNTY.

APN: 0238-052-28-0-000 AND 0238-052-20-0-000

PROJECT DATA

PROJECT ZONING	IG (GENERAL INDUSTRIAL)
PROJECT SITE AREA:	680,964 SF 15.636 AC
BUILDING AREA:	
WAREHOUSE AREA	266,337 SF
MEZZANINE	15,000 SF
TOTAL BUILDING AREA	270,337 SF
TOTAL PROJECT LOT COVERAGE:	44.79 %
TOTAL PROJECT F.A.R.	47.43 %
PARKING REQUIRED:	
30,000 SF OFFICE @ 1/250 SF	120 STALLS
1 TO 20,000 SF (1/1,000 SF)	20 STALLS
20,000 SF AND ABOVE (1/2,000 SF)	111 STALLS
TOTAL STALLS REQUIRED	251 STALLS
PARKING PROVIDED:	
STANDARD STALLS	126 STALLS
DISABLED ACCESS STALLS	7 STALLS
EV PARKING STALLS	26 STALLS
FUTURE STALLS WITHIN TRUCK COURT	93 STALLS
TOTAL STALLS PROVIDED	251 STALLS
BICYCLE PARKING	
BICYCLE PARKING STALLS 5% OF MOTORIZED VEHICLES (CALGREEN)	13 STALLS
1-BICYCLE STALL SHALL BE DESIGNATED FOR LONG TERM PARKING	1 STALLS
TOTAL BICYCLE STALLS REQUIRED	14 STALLS
TOTAL BICYCLE STALLS PROVIDED:	8 STALLS
REQUIRED TRAILER PARKING: (1 TRAILER PER 4 DOCK DOORS)	14 TRAILERS
PROVIDED TRAILER PARKING:	48 TRAILERS
REQUIRED SITE LANDSCAPE AREA:	68,996 SF / 10.0 %
PROVIDED SITE LANDSCAPE AREA:	72,627 SF OR 12.72 %

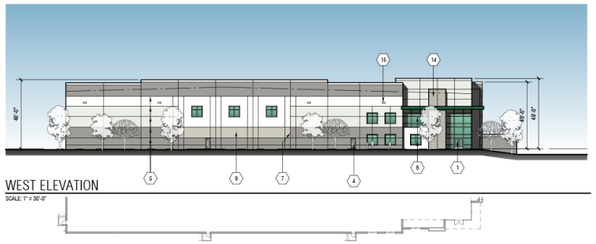


Source(s): RGA (04-18-2023)

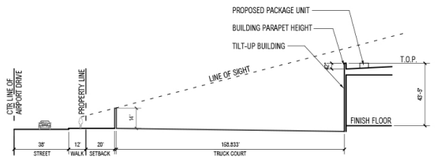
Figure 3-4

Not to Scale

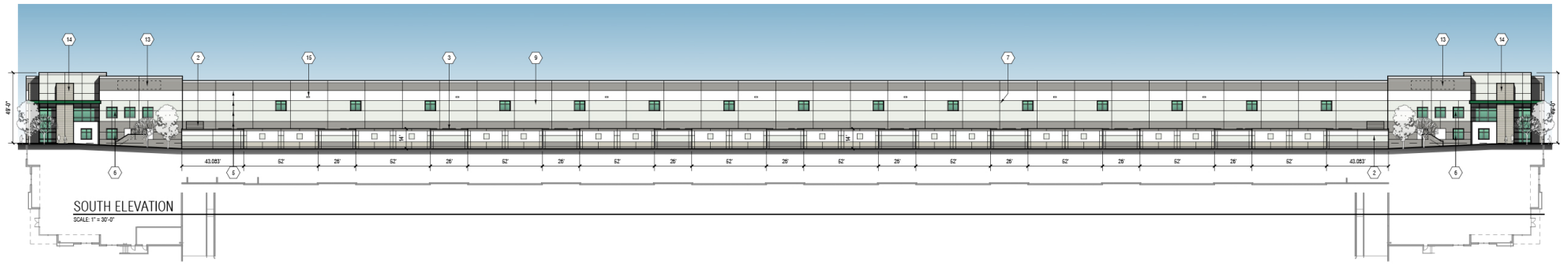
Proposed Site Plan



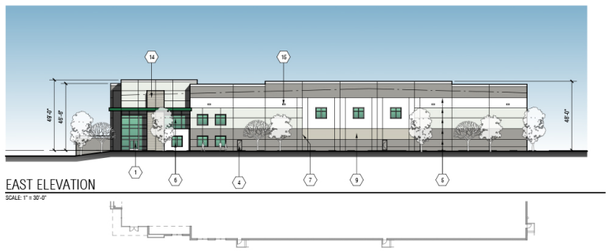
WEST ELEVATION
SCALE: 1" = 30'-0"



TYPICAL EQUIPMENT SCREEN LINE OF SIGHT
SCALE: 1" = 30'-0"
NOTE: LINE OF SIGHT TAKEN FROM 6'-0" ABOVE FINISH GRADE

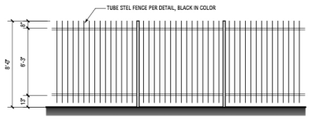


SOUTH ELEVATION
SCALE: 1" = 30'-0"

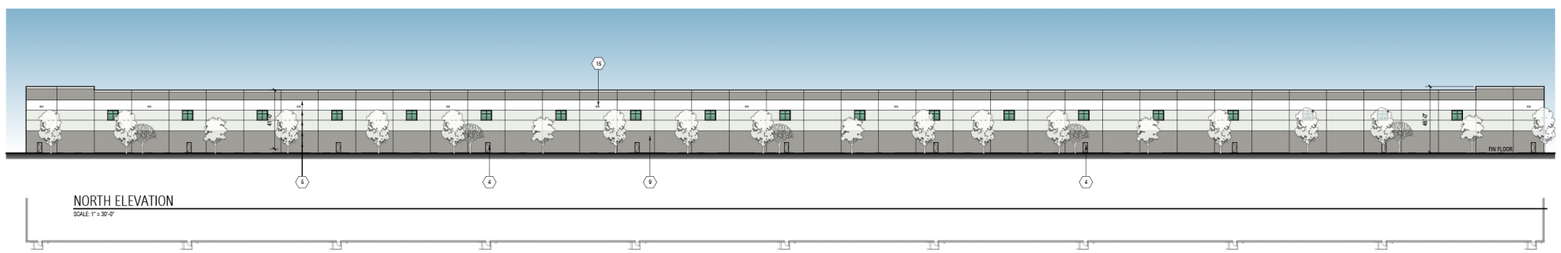


EAST ELEVATION
SCALE: 1" = 30'-0"

SIMILAR SITE LIGHTING STYLE 1
SCALE: N.T.S.



TYPICAL TUBE STEEL FENCE ELEVATION
SCALE: 1/4" = 1'-0"



NORTH ELEVATION
SCALE: 1" = 30'-0"

KEYNOTES (000)

1. PRIMARY ENTRANCE.
2. PAINTED 12' WIDE X 15' HIGH LEVEL VERTICAL LIFT TRUCK DOOR.
3. PAINTED 9' WIDE X 10' HIGH VERTICAL LIFT TRUCK DOOR.
4. 3' X 7' PAINTED METAL MAN DOOR.
5. 2" WIDE X 3/4" DEEP HORIZONTAL / VERTICAL REVEAL.
6. REFLECTIVE GLASS IN STOREFRONT FRAME SYSTEM.
7. PANEL JOINT.
8. 6'-0" HIGH CONCRETE PAINTED TRASH ENCLOSURE WITH SOLID METAL PAINTED SWINGING DOORS.
9. PAINTED CONCRETE TILT-UP EXTERIOR WALL CONSTRUCTION.
10. PAINTED CONCRETE SCREENWALL WITH BLACK TUBE STEEL GATE AT TRUCK COURT ENTRY
11. PAINTED CONCRETE TILT-UP FIRE PUMP HOUSE.
12. 14'-0" HIGH CONCRETE PAINTED SCREENWALL WITH THE BOTTOM 12'-0" PAINTED WITH GRAFFITI-RESISTANT PAINT.
13. FUTURE SIGN LOCATION.
14. CONCRETE PAINTED WALL WITH FORMLINER ACCENT.
15. WALL MOUNTED LIGHT FIXTURE.

FINISH SCHEDULE

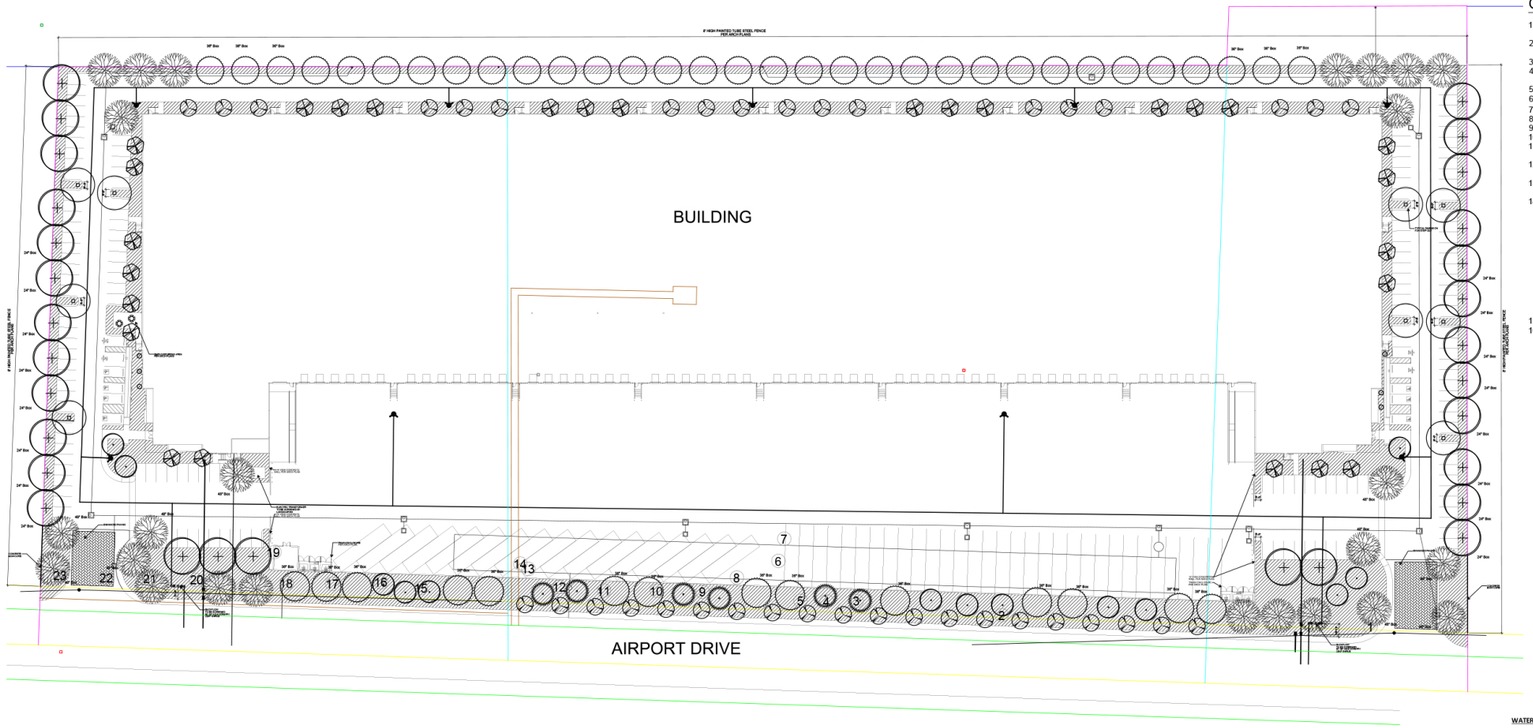
1. FIELD COLOR - PLD-9 PURE WHITE
2. ACCENT COLOR - PLD-6 SABLE
3. ACCENT COLOR - PLD-10 FIRST STAR
4. BASE ACCENT COLOR - PLD-7 LIQUORICE TINT
5. ACCENT COLOR - PLD-5 NEW DARK GREEN

Source(s): RGA (11-03-2022)

Figure 3-5

Not to Scale

Proposed Architectural Elevations



GENERAL NOTES:

1. All Trees within 5' of hardscape to have a 12" deep linear root barrier. See Planting Detail sheet.
2. Contractor to install concrete mowcurb between planters, rock and turf areas. See planting detail sheet.
3. All planter areas to receive a 2" layer of shredding organic mulch.
4. All backflows and above ground equipment to be placed at least 5' from hardscape on flat area. All equipment to be screened with 36" high strap-leaf plants.
5. Tall shrubs are to be provided at screen walls for protection from graffiti.
6. Soil compaction to be no grater than 85% on landscape areas.
7. All finish grades to be 1½" below finish surface paving.
8. Slopes to be maximum 3:1.
9. Agronomical soil testing report to be included in landscape plans.
10. Landscape irrigation equipment to be a combination of drip, spray and rotator.
11. Overhead spray systems shall be designed for plant material less than the height of the spray head.
12. All trees to have a 8' mulch ring around trunk. No irrigation other than required tree bubblers are allowed within ring.
13. Concrete mow curbs on property lines where no other maintenance delineation occurs.
14. Landscape areas where compaction has occurred due to grading activities and where trees or storm water infiltration areas are located shall be loosened by soil fracturing. For trees a 12'x12'x18" deep area, for storm water infiltration, the entire area shall be loosened. The following shall be included on the plans: The back hoe method of soil fracturing shall be used to break up compaction. A 4" layer of compost is spread over the soil surface before fracturing is begun. The back hoe shall dig into the soil lifting and then dropping the soil immediately back into the hole. The bucket then moved to the adjacent soil and repeats. The compost falls into the spaces between the soil chunks created. Fracturing shall leave the soil surface quite rough with large soil clods. These must be broken by additional tilling. Tilling in more compost topsoil can be added on top of the fractured soil as needed for grading. The landscape architect shall be present during this process and provide certification for the soul fracturing.
15. Plans shall meet all the requirements of the Landscape Development Guidelines.
16. 12" wide Step-out curb added to parking spaces adjacent to planters.

Existing trees
1-11 Jacaranda spp. 16" dia
12-16 Jacaranda spp. 14" dia
Trees are under power lines and have been severly topped as a result. Though living they are in poor form and structure. Trees are not deemed heritage trees and are not required to be mitigated.

PLANTING LEGEND

TREES					
SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	WUCOLS	REMARKS
	Cercis occidentalis Western Redbud	24" Box	38	L	Standard
	Chilopsis linearis Desert Willow	15 Gal	6	L	Multi
	Heteromeles arbutifolia Toyon	15 Gal	13	L	Multi
	Juniperus s. 'Skyrocket' Skyrocket Juniper	15 Gal	6	M	Standard
	Pinus eldarica Afghan Pine	15 Gal 36" Box	26 20	M	Multi
	Quercus ilex Holly Oak	15 Gal	9	L	Standard
	Pistacia chinensis Chinese Pistache	15 Gal 24" Box	13 16	L	Standard
	Platanus racemosa California Sycamore	48" Box 24" Box 15 Gal	10 6 9	M	Multi
	Tristania conferta Brisbane Box	15 Gal	27	M	Standard

SHRUBS					
SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	WUCOLS	REMARKS
	Callistemon 'Little John' Dwarf Callistemon	5 Gal	0	L	
	Cistus 'Sunset' Rockrose	5 Gal	0	L	
	Dietes bicolor Fortnight Lily	5 Gal	0	L	
	Dodonaea viscosa 'Purpurea' Hop Bush	5 Gal	0	M	
	Feijoa sellowiana Pineapple Guava	5 Gal	0	L	
	Heteromeles arbutifolia Toyon	5 Gal	0	L	
	Leucophyllum f. 'Green Cloud' Texas Ranger	5 Gal	0	L	
	Olea 'Little Ollie' Dwarf Olive	5 Gal	0	L	
	Salvia greggii Autumn Sage	5 Gal	0	L	
	Westingia fruticosa Coast Rosemary	5 Gal	0	L	

GROUNDCOVER					
SYMBOL	BOTANICAL/COMMON NAME	SIZE	SPACING	WUCOLS	REMARKS
	Acacia redolens Acacia	1 Gal	5' O.C.	L	
	Baccharis pilularis Coyote Bush	1 Gal	36" O.C.	L	
	Carex pansa Berkley Sedge	1 Gal	12" O.C.	M	
	Dalea greggii Indego Bush	1 Gal	36" O.C.	L	
	Festuca mairei Atlas Fescue	1 Gal	18" O.C.	L	
	Rosmarinus o. 'Prostratus' Prostrate Rosemary	1 Gal	30" O.C.	L	

Total On-Site Tree Count = 199
25% Native Tree Count Required = 50
Native Tree Count Provided = 76

Total On-Site Tree Count = 199
5% 48" Box Required = 10
10% 36" Box Required = 20
30% 24" Box Required = 60
55% 15 Gal Required = 109

48" Box Provided = 10
36" Box Provided = 20
24" Box Provided = 60
15 Gal Provided = 109

WATER METER W1

WATER EFFICIENT LANDSCAPE WORKSHEET (MWELO)

Reference Evapotranspiration Rate (Eto): 56.6

Hydrozone # / Planting Description	Plant Factor (PF)	Irrigation Method	Irrigation Efficiency (IE)	ETAF (PF/IE)	Landscape Area (LA)	ETAF x Area	Estimated Annual Water Use (EAWU) Gallons per Year	Estimated Annual Water Use (EAWU) Acre Feet per Year
Regular Landscape Areas								
Hyd #1 / Low GC & Shrubs	0.2	Drip	0.81	0.25	25,223	6,228	218,550	0.67
Hyd #2 / Moderate GC & Shrubs	0.4	Drip	0.81	0.49	16,805	8,299	-	0.00
Hyd #3 / Low Groundcover	0.2	Rotary	0.75	0.3	28,026	7,474	262,264	0.80
Hyd #4 / Low & Moderate Trees	0.4	Bubbler	0.81	0.5	398	197	6,897	0.02
				Totals	**70,452**	**22,197**		
						Estimated Annual Water Use (EAWU) Total	487,710	1.50
						Maximum Allowed Water Allowance (MAWA)	1,730,611	5.31
Special Landscape Areas								
Hydrozone 1				1	-	-	-	0.00
Hydrozone 2				1	-	-	-	0.00
Hydrozone 3				1	-	-	-	0.00
				Totals	-			
						EAWU Total	-	0.00
						Maximum Allowed Water Allowance (MAWA)	-	0.00

ETAF Calculations

Regular Landscape Areas	
Total ETAF x Area	22,197
Total Area	70,452
Average ETAF	**0.315063**

All Landscaep Areas	
Total ETAF x Area	22,197
Total Area	70,452
Sitewide ETAF	**0.315063**

Irrigation Efficiency

Drip Irrigation	0.81
Overhead Spray	0.75
Rotors	0.75

Source(s): Hunter Landscape (11-01-2022)

Figure 3-6

Not to Scale

Proposed Landscape Plan

E. Infrastructure Improvements

1. Water Service

Water service to the Project Site would be provided by the Ontario Municipal Utilities Company (OMUC). As depicted in Figure 3-7, *Proposed Utility Plan*, water would be accommodated via proposed water lines that would extend from the southeastern and southwestern corners of the building to an existing 12-inch water main at East Airport Drive. Additionally, recycled water to the Project Site would be provided via a proposed 8-inch recycled water main along East Airport Drive. The proposed 8-inch recycled water main would extend from the west of South Wineville Avenue to the eastern boundary of the Project Site and connect to the existing 24-inch recycled water main.

2. Sanitary Sewer Service

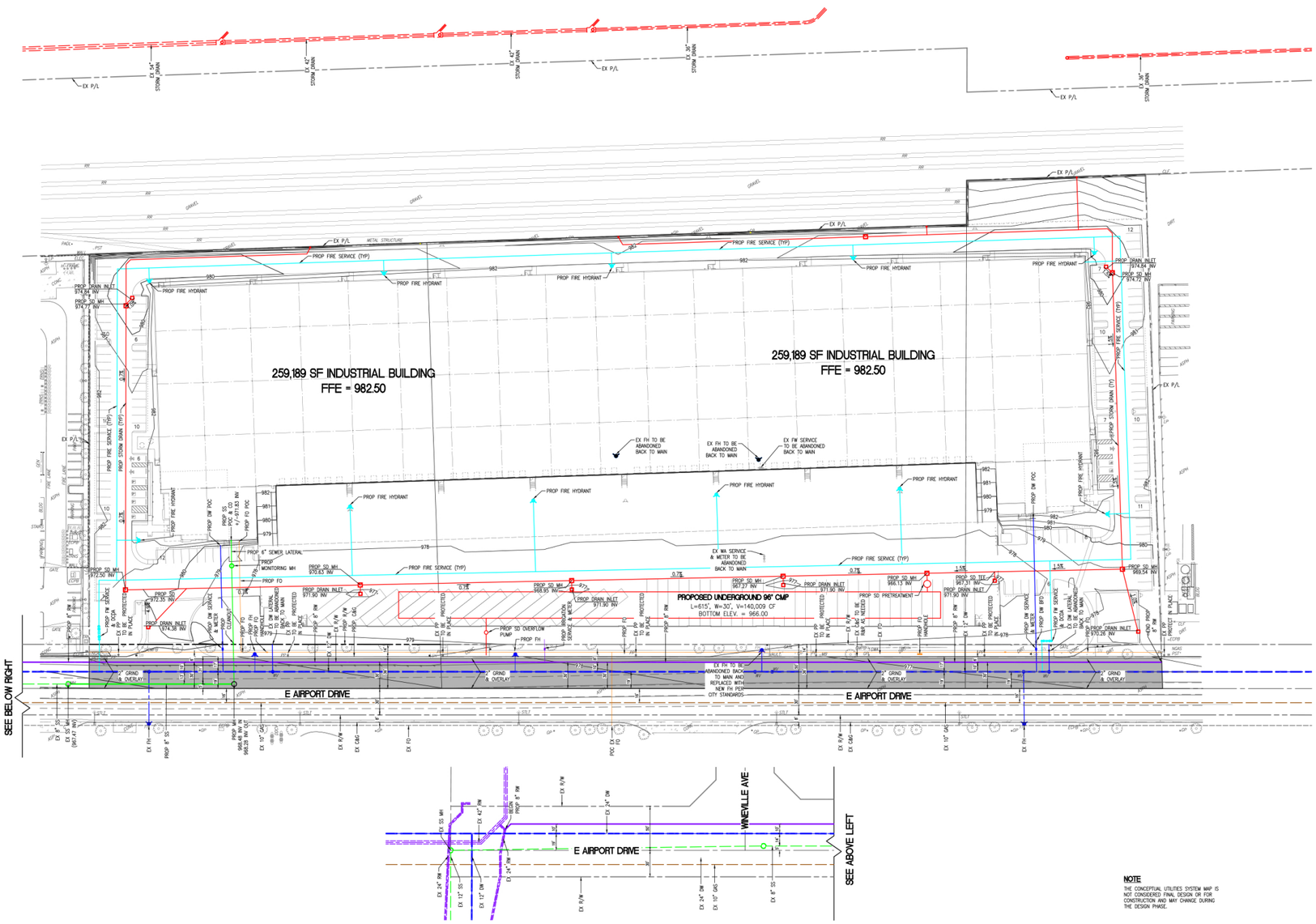
Sanitary sewer service to the Project Site would be provided by OMUC's sanitary sewer wastewater collection system and conveyed to the Inland Empire Utilities Agency (IEUA) for wastewater treatment. Sewer would be accommodated via proposed 6-inch sewer line that would extend from the southwestern corners of the building to a proposed 8-inch OMUC sewer main on East Airport Drive. There is an existing 8-inch OMUC sewer main on East Airport Drive that ends approximately at the western boundary of the Project Site where the proposed 8-inch sewer main would connect.

3. Drainage

Stormwater would sheet flow from north to south and would be captured by proposed on-site catch basins. The proposed on-site storm drain system is designed to convey the flow into a proposed underground infiltration chamber. In a large storm event, stormwater would exit the underground chamber system via pipes and would be pumped out through a proposed parkway drain on East Airport Drive. Runoff is designed to sheet flow east along Airport Drive and discharge into the existing catch basin, located approximately 1,500 feet east of the Project Site, to maintain the same point of discharge as the existing condition.

4. Dry Utilities

Electricity and gas services would be provided by the Southern California Edison (SCE) and Southern California Gas Company (SoCal Gas), respectively. All new dry utility infrastructure would be installed underground and within the Project Site with the exception of any electrical lines carrying voltages that SCE does not allow to be undergrounded.



LEGEND

- ON-SITE DOMESTIC WATER
- ON-SITE FIRE WATER
- ON-SITE IRRIGATION RECYCLED WATER
- ON-SITE SANITARY SEWER
- ON-SITE STORM DRAIN
- EXISTING DOMESTIC WATER
- EXISTING FIBER OPTIC
- EXISTING GAS
- EXISTING SEWER
- EXISTING STORM DRAIN
- PROPOSED OFF-SITE RECYCLED WATER
- PROPOSED OFF-SITE SANITARY SEWER

NOTE
THE CONCEPTUAL UTILITIES SYSTEM MAP IS NOT CONSIDERED FINAL DESIGN OR FOR CONSTRUCTION AND MAY CHANGE DURING THE DESIGN PHASE.

Source(s): WestLAND Group, Inc. (05-08-2023)

Figure 3-7

Not to Scale

Proposed Utility Plan

3.4 SCOPE OF ENVIRONMENTAL ANALYSIS

3.4.1 PROJECT CONSTRUCTION CHARACTERISTICS

The Applicant anticipates that the Project's construction process would span approximately 12 months. The estimated Project construction schedule, organized by construction stage, is summarized in Table 3-1, *Estimated Construction Schedule*. For purposes of analysis in this EIR, construction is assumed to commence in July 2023 and conclude in June 2024. The construction schedule utilized in the analysis represents a "worst-case" analysis scenario should construction occur any time after the respective dates since air pollutant emission factors for construction decrease as time passes and the analysis year increases due to emission regulations becoming more stringent. The duration of construction activity and associated equipment represents a reasonable approximation of the expected construction fleet as required per the CEQA Guidelines.

Table 3-1 Estimated Construction Schedule

Construction Phase	Duration
Demolition	60 days
Site Preparation & Grading	30 days
Building Construction	160 days
Paving	45 days
Architectural Coating & Landscaping	30 days
Total	**12 months**

The composition of the construction equipment fleet that the Project Applicant intends to use to construct the Project, which also is used for purposes of analysis is in this EIR, is summarized in Table 3-2, *Estimated Construction Equipment Fleet*.

Table 3-2 Estimated Construction Equipment Fleet

Construction Activity	Equipment	Amount	Hours Per Day
Demolition/Crushing	Rubber Tired Dozers	2	8
	Excavators	3	8
	Concrete/Industrial Saws	1	8
	Crushing/Proc. Equipment	1	8
Grading	Graders	1	8
	Excavators	2	8
	Scrapers	2	8
	Rubber Tired Dozers	1	8
	Crawler Tractors	2	8

Construction Activity	Equipment	Amount	Hours Per Day
Building Construction	Forklifts	5	8
	Generator Sets	2	8
	Cranes	2	8
	Welders	2	8
	Crawler Tractors	5	8
Paving	Pavers	2	8
	Paving Equipment	2	8
	Rollers	2	8
Architectural Coating	Air Compressors	1	8
Site Preparation	Rubber Tired Dozers	3	8
	Crawler Tractors	4	8

The Project would require demolition of the existing buildings and asphalt paving on the site. Based on the Project's preliminary grading plan depicted in Figure 3-8, *Proposed Grading Plan - West*, and Figure 3-9, *Proposed Grading Plan – East*, the Project's grading operation would result in 9,000 more cubic yards of cut than fill, but final earthwork quantities are subject to final civil engineering design and after final engineering, the earthwork is expected to balance with no import or export of earth material required.

3.4.2 Project Operational Characteristics

The Project is proposed as a speculative development and the user(s) of the building is not known at this time. For the purposes of this EIR, the Project is assumed to be operational 24 hours per day, seven days per week, with exterior loading and parking areas illuminated at night.

A. Proposed Site Activities

The proposed building on the Project Site would operate as an industrial warehouse. Because the user(s) is speculative and some building users require small amounts of warehouse space to be temperature controlled, for purposes of analysis within this EIR it is assumed that the building would include approximately 27,034 s.f. of high-cube cold storage uses (10% of the building space), with remaining portions of the building consisting of warehouse uses. A limitation of 10% of the building for potential cold storage is based on the Project Applicant's understanding of the cold storage space market demand in the Inland Empire for buildings in the Project's size range, which tend to have small cold storage needs for perishable products such as nutritional supplements, flowers and plants, medicines, candles, cosmetics, organic textiles, and specialized products, should the building user need to store these types of products. Hazardous materials storage is not expected to occur within the building or on the Project Site; however, small quantities of hazardous chemicals and/or materials –

including but not limited to aerosols, cleaners, fertilizers, lubricants, paints or stains, fuels, ammonia, propane, oils, and solvents – could be utilized during routine Project operations and maintenance.

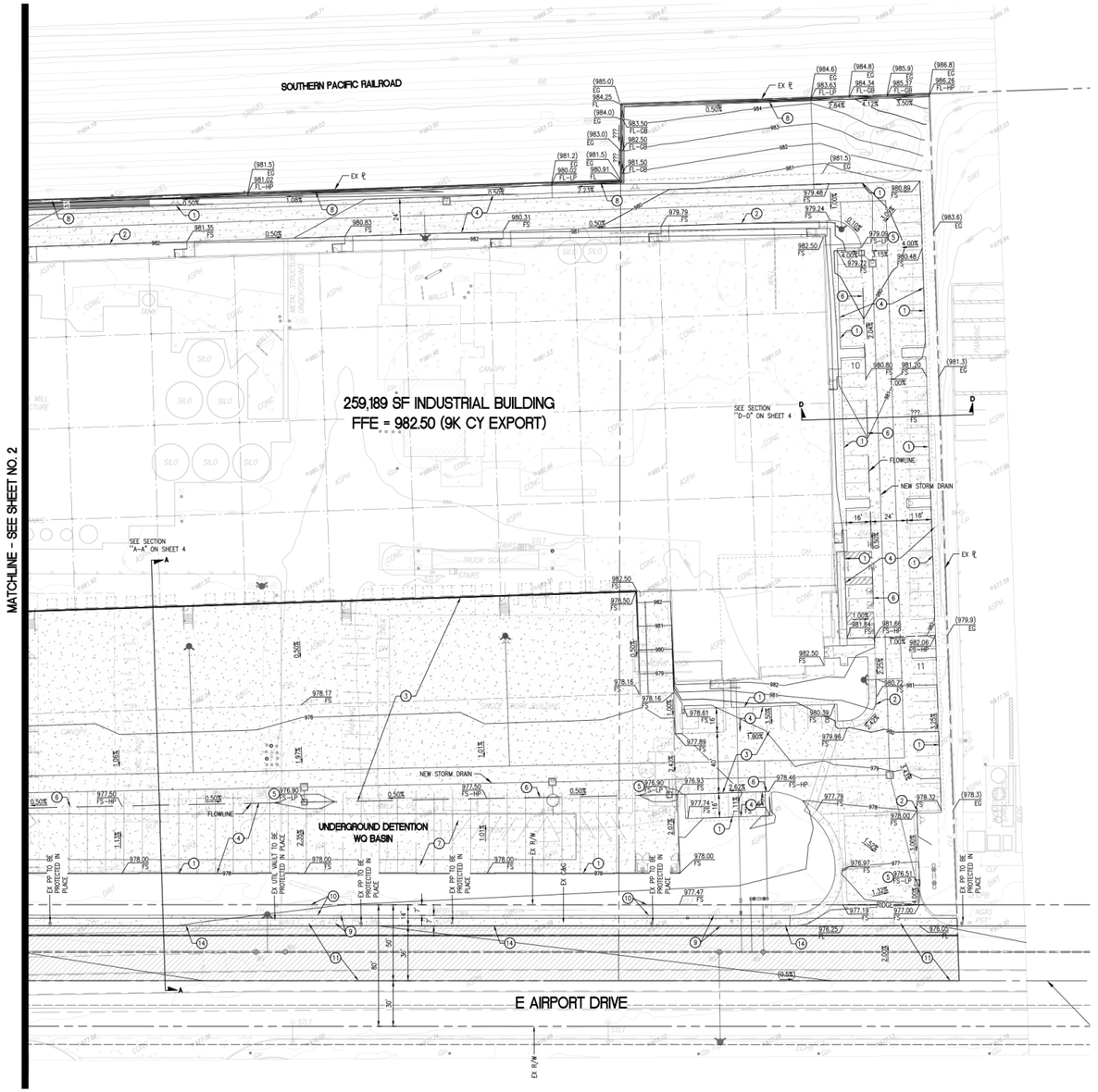
Exterior activities on the Project Site are reasonably assumed to include vehicle movement, parking, and the loading and unloading of tractor trailers at designated loading bays on the southern side of the building. As a practical matter, dock doors on warehouse buildings are not occupied by a truck at all times of the day. There are typically more dock door positions on industrial buildings than are needed for receiving and shipping volumes. The dock doors that are in use at any given time are usually selected based on interior building operation efficiencies. In other words, trucks ideally dock in the position closest to where the goods to be carried by the truck are inside the building. As a result, a number of dock door positions are frequently inactive throughout the day.

B. Traffic

During operation of the Project, employees, visitors, and vehicles hauling goods would travel to and from the Project Site on a daily basis. Project operations are calculated to generate 475 vehicle trips per day, including 308 passenger vehicle trips and 168 truck trips (in terms of actual vehicles). In order to account for the possibility of 10% of the building space being used for refrigerated uses, trucks associated with the cold-storage use are assumed to have transport refrigeration units (TRUs). Therefore, for modeling purposes 11 trucks (22 truck trips per day) are assumed to be equipped with TRUs. Pursuant to State law, on-road diesel-fueled trucks are required to comply with various air quality and greenhouse gas emission standards, including but not limited to the type of fuel used, engine model year stipulations, aerodynamic features, and idling time restrictions. Compliance with State law is mandatory and inspections of on-road diesel trucks subject to applicable State laws are conducted by the California Air Resources Board (CARB).

3.5 SUMMARY OF REQUESTED ACTIONS

The City of Ontario has primary approval responsibility for the proposed Project. As such, the City of Ontario serves as the Lead Agency for this EIR pursuant to CEQA Guidelines Sections 15050 and 15051. The role of the Lead Agency was previously detailed in EIR Section 1.0, *Introduction*. As part of the approval process for the proposed Project, the City's Planning Commission will hold a public hearing to consider the Project's Development Plan (PDEV22-017). The Planning Commission will consider certification of this EIR, and also will approve, approve with changes, or disapprove proposed PDEV22-017.



CONSTRUCTION NOTES

1. CONSTRUCT 6" CURB
2. CONSTRUCT 6" CURB AND GUTTER
3. CONSTRUCT HEAVY DUTY CONCRETE PAVEMENT
4. CONSTRUCT LIGHT DUTY CONCRETE PAVEMENT
5. CONSTRUCT STORM DRAIN DROP INLET
6. CONSTRUCT RIBBON GUTTER
7. CONSTRUCT INFILTRATION/DETENTION BASIN
8. CONSTRUCT 2' WIDE CONCRETE DITCH
9. CONSTRUCT SIDEWALK
10. CONSTRUCT PARKWAY LANDSCAPE
11. 2" GRIND AND OVERLAY
14. RECONSTRUCT EXISTING 8" CURB AND GUTTER

LEGEND

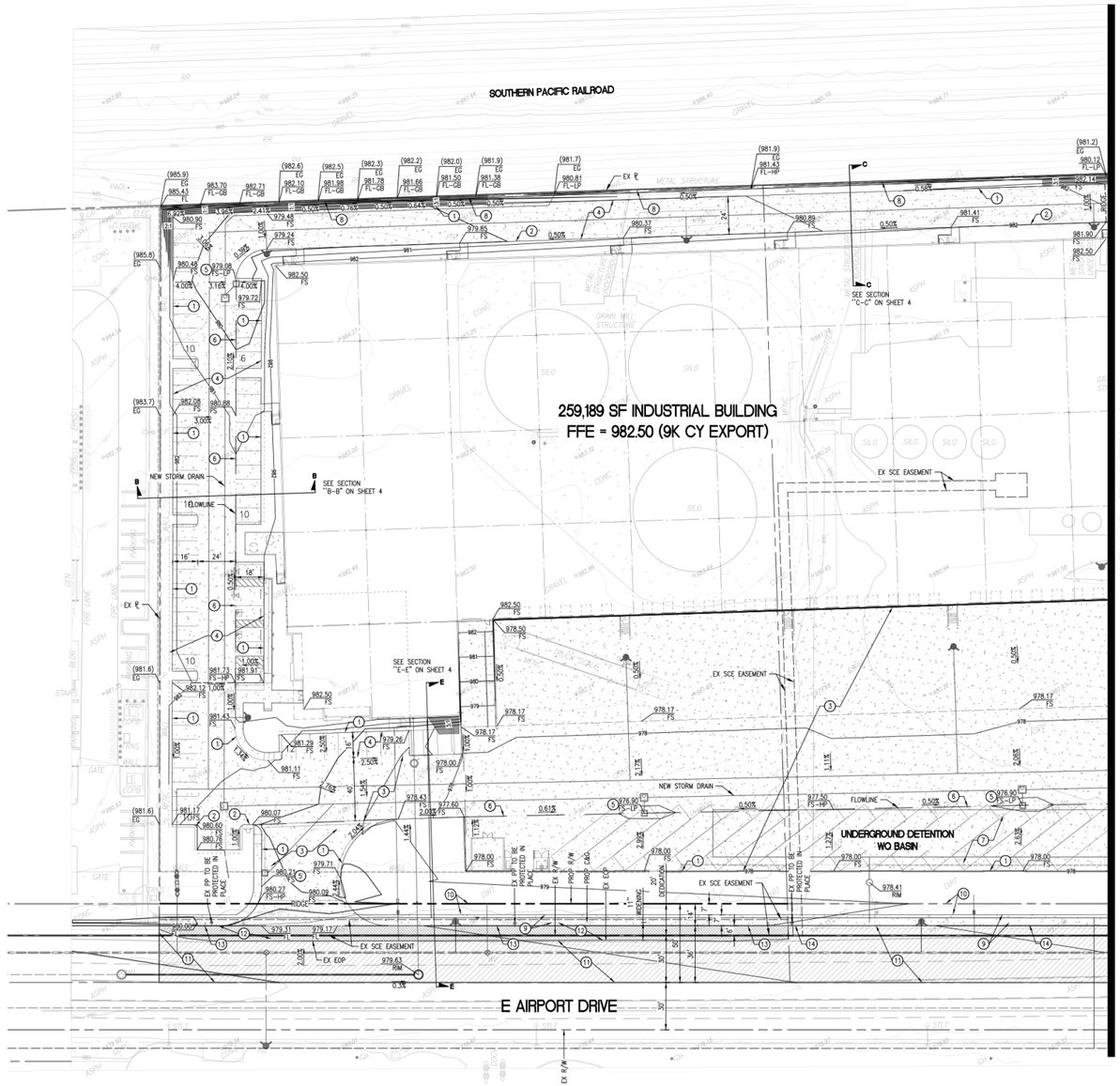
- SLOPES GREATER THAN 3:1
- HARDSCAPED AREAS
- 2" GRIND AND OVERLAY

Source(s): WestLAND Group, Inc. (05-08-2023)

Figure 3-8

Not to Scale

Proposed Grading Plan – West



CONSTRUCTION NOTES

1. CONSTRUCT 6" CURB
2. CONSTRUCT 6" CURB AND GUTTER
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4. CONSTRUCT LIGHT DUTY CONCRETE PAVEMENT
5. CONSTRUCT STORM DRAIN DROP INLET
6. CONSTRUCT RIBBON GUTTER
7. CONSTRUCT INFILTRATION/DETENTION BASIN
8. CONSTRUCT 2' WIDE CONCRETE DITCH
9. CONSTRUCT SIDEWALK
10. CONSTRUCT PARKWAY LANDSCAPE
11. 2" GRIND AND OVERLAY
12. CONSTRUCT NEW AC PAVEMENT
13. CONSTRUCT 8" CURB AND GUTTER
14. RECONSTRUCT EXISTING 8" CURB AND GUTTER

LEGEND

- SLOPES GREATER THAN 3:1
- HARDSCAPED AREAS
- 2" GRIND AND OVERLAY
- NEW AC PAVEMENT

Source(s): WestLAND Group, Inc. (05-08-2023)

Figure 3-9

Not to Scale

Proposed Grading Plan – East

3.6 Related Environmental Review And Consultation

Should the City of Ontario certify the Final EIR and approve the Project, additional discretionary and/or ministerial actions would be necessary to implement the proposed Project. Table 3-3, *Project Related Approvals/Permits*, list the agencies that are expected to use this EIR and provides a summary of the subsequent actions associated with the Project. This EIR covers all federal, State, and local government and quasi-governmental approvals which may be needed to construct and implement the Project, whether or not they are explicitly listed in Table 3-3 or elsewhere in this EIR (CEQA Guidelines § 15124(d)).

Table 3-3 Matrix of Project Approvals/Permits

Public Agency	Approvals and Decisions
Proposed Project – City of Ontario Discretionary Approvals	
City of Ontario Planning Commission	• Approve, conditionally approve, or deny Development Plan (PDEV22-017). • Certify or decline to certify this EIR along with appropriate CEQA Findings.
Subsequent City of Ontario Ministerial Approvals	
City of Ontario Subsequent Implementing Approvals	• Approve precise site plan(s) and landscaping/irrigation plan (s), as may be appropriate. • Issue Grading Permits. • Issue Building Permits. • Approve Road Improvement Plans. • Issue Encroachment Permits. • Approve Stormwater Pollution Prevention Plan (SWPPP) and Water Quality Management Plan (WQMP).
Other Agencies – Subsequent Approvals and Permits	
Santa Ana Regional Water Quality Control Board (RWQCB)	• Issuance of a Construction Activity General Construction Permit. • Compliance with National Pollutant Discharge Elimination System (NPDES) Permit.
San Bernardino County Flood Control District (SBCFCD)	• Approval of the Project's proposed drainage improvements.
Ontario Fire Department (OFD)	• Approval of fire hydrant locations and fire protection features for the proposed building.
South Coast Air Quality Management District (SCAQMD)	• Issuance of construction-related permits.
Ontario Municipal Utilities Company (OMUC)	• Approval of proposed water improvements and connections.
Inland Empire Utilities Agency (IEUA)	• Approval of proposed sewer improvements and connections.
Southern California Edison (SCE)	• Approvals required for the installation of new SCE facilities/connections to service the Project.

Public Agency	Approvals and Decisions
Southern California Gas Company	• Approvals required for the installation of new Southern California Gas Company facilities/connections to service the Project.

4.0 Environmental Analysis

4.1.1 Summary of EIR Scope

In accordance with CEQA Guidelines Sections 15126-15126.4, this EIR Section 4.0, *Environmental Analysis*, includes analyses of potential direct, indirect, and cumulatively-considerable impacts that could result from planning, construction, and/or operating the proposed Project.

The City of Ontario distributed a NOP for this EIR to public agencies and interested individuals and posted the NOP on its website to solicit input on the scope of environmental study for the Project. The City of Ontario also held a Scoping Meeting to solicit input from interested parties on the scope of study for the EIR. Taking all known information and public comments into consideration, 12 primary environmental subject areas are evaluated in detail in this Section 4.0, as listed below. Each subsection evaluates several specific topics related to the primary environmental subject. The title of each subsection is not limiting; therefore, refer to each subsection for a full account of the subject matters addressed therein.

4.1 Aesthetics
4.2 Air Quality
4.3 Cultural Resources
4.4 Energy
4.5 Geology and Soils
4.6 Greenhouse Gas Emissions
4.7 Hazards and Hazardous Materials
4.8 Hydrology and Water Quality
4.9 Noise
4.10 Transportation
4.11 Tribal Cultural Resources
4.12 Utilities and Service Systems

After conducting preliminary research and in consideration of all comments received by the City on the scope of this EIR and documented in the City's administrative record, the City determined that given the developed condition of the Project Site, the Project Site's location surrounded by industrial uses and a railroad track, the Project's consistency with the property's "Industrial (IND)" General Plan and "Heavy Industrial (IH)" zoning designations, and the construction and operational characteristics of the proposed Project, the Project would not have any reasonable potential to result in significant impacts under eight (8) primary environmental subject areas: Agriculture and Forestry Resources; Biological Resources; Land Use and Planning; Mineral Resources; Population and Housing; Public Services; Recreation; and Wildfire. These eight subjects are addressed in Section 5.0, *Other CEQA Considerations*.

4.1.2 Scope of Cumulative Effects Analysis

CEQA requires that an EIR contain an assessment of the cumulative impacts that may be associated with a proposed project. As noted in CEQA Guidelines Section 15130(a), "an EIR shall discuss cumulative impacts of a project when the project's incremental effect is cumulatively considerable." "A cumulative impact consists of an impact which is created as a result of the combination of the project evaluated in the EIR together with other projects creating related impacts" (CEQA Guidelines Section 15130(a)(1)). As defined in CEQA Guidelines Section 15355:

'Cumulative Impacts' refers to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.

(a) The individual effects may be changes resulting from a single project or a number of separate projects.

(b) The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

CEQA Guidelines Section 15130(b) describes two acceptable methods for identifying a study area for purposes of conducting a cumulative impact analysis. These two approaches include: 1) a list of past, present, and probable future projects producing related or cumulative impacts, including if necessary, those projects outside the control of the agency ['the list of projects approach'], or 2) a summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area wide conditions contributing to the cumulative impact ['the summary of projections approach'].

The summary of projections approach is used in this EIR, except for the evaluation of cumulative transportation effects (for purposes of demonstrating General Plan policy compliance) and vehicular-related air quality, greenhouse gas, and noise impacts, for which the analysis combines the summary of projections approach with the manual addition of past, present, and reasonably foreseeable projects ("combined approach"). The City determined the combined approach to be appropriate because long-range planning documents contain a sufficient amount of information to enable an analysis of cumulative effect for all subject areas, with the exception of transportation (and vehicular-related air quality, greenhouse gas, and noise effects), which requires a greater level of detailed study. With the combined approach, the cumulative impact analyses for the air quality, greenhouse gas, noise, and transportation issue areas overstate the Project's potential cumulatively considerable impacts relative to analyses that rely solely on the list of projects approach or solely on the summary of projections approach; therefore, the combined approach provides a conservative, "worst-case" analysis for the Project's cumulative air quality, greenhouse gas, noise, and transportation impacts.

For the cumulative impact analyses that rely on the summary projections approach (i.e., all issue areas with the exception of transportation and vehicular-related air quality, greenhouse gas, and noise – as described above), the cumulative study area primarily includes the City of Ontario, City of Fontana, City of Upland, City of Chino, City of Rancho Cucamonga, City of Jurupa Valley, and small portions of unincorporated San Bernardino County. These jurisdictions encompass the southwestern area of San Bernardino County and nearby portion of Riverside County and have similar environmental characteristics as the Project area. The selected study area encompasses the central San Bernardino

Valley, which is largely bounded by prominent topographic landforms, such as the San Gabriel Mountains and San Bernardino Mountains to the north, the San Jacinto Mountains to the east, the Temescal Mountains and Santa Ana Mountains to the south, and the Pomona Valley to the west. This study area exhibits similar characteristics in terms of climate, geology, and hydrology and, therefore, is likely to also have similar biological, archaeological, and tribal cultural resource characteristics as well. This study area also encompasses the service areas of the Project Site's primary public service and utility providers. Areas outside of this study area either exhibit topographic, climatological, or other environmental circumstances that differ from those of the Project area, or are simply too far from the proposed Project Site to produce environmental effects that could be cumulatively-considerable when considered together with the Project's impacts. Exceptions include the cumulative air quality analysis, which considers the entire South Coast Air Basin (SCAB); the greenhouse gas emissions and global climate change analysis, which affects all areas on the planet; and the analysis of potential cumulative hydrology and water quality effects, which considers other development projects located within the Santa Ana River Basin watershed.

Environmental impacts associated with buildout of the Project's cumulative study area were evaluated in CEQA compliance documents prepared for the respective General Plans of each of the above-named jurisdictions. The location where each of these CEQA compliance documents is available for review is provided below. All of the CEQA compliance documents listed below are herein incorporated by reference pursuant to CEQA Guidelines Section 15150.

- The Ontario Plan SEIR (SCH No. 2021070364), available for review at the City of Ontario Planning Department, 303 East B Street, Ontario, CA 91764;

- City of Fontana General Plan EIR (SCH No. 2016021099), available for review at the City of Fontana Planning Division, 8353 Sierra Avenue, Fontana, California 92335;

- City of Rancho Cucamonga General Plan Update EIR (SCH No. 2021050261), available for review at the City of Rancho Cucamonga, 10500 Civic Center Drive, Rancho Cucamonga, CA 91730;

- San Bernardino Countywide Plan EIR (SCH No. 2017101033), available for review at the County of San Bernardino Land Use Services Department – Planning Division 385 North Arrowhead Avenue, 1st Floor, San Bernardino, California 92415;

- City of Upland General Plan EIR (SCH No. 2012041006), available for review at the City of Upland Planning Division, 460 N. Euclid Avenue, Upland, CA 91786;

- City of Chino General Plan EIR (SCH No. 2008091064), available for review at the City of Chino Planning Division, 13220 Central Avenue, Chino, CA 91710;

- City of Jurupa Valley General Plan EIR (SCH No. 2016021025), available for review at the City of Jurupa Valley Planning Department, 8930 Limonite Avenue, Jurupa Valley, California 92509.

4.1.3 Analysis Format

Subsections 4.1 through 4.12 of this EIR evaluate the 12 environmental subjects warranting detailed analysis as determined by the City of Ontario in consideration of preliminary research findings, public comments, and technical study. The format of discussion is standardized as much as possible in each section for ease of review. The environmental setting is discussed first, followed by a discussion of the potential environmental impacts that would result from implementation of the Project (which is based on specified thresholds of significance used as criteria to determine whether potential environmental effects are significant).

The thresholds of significance used in this EIR are based on the thresholds of significance identified in Appendix G to the CEQA Guidelines, as most recently updated in December 2018. The thresholds are intended to assist the reader of this EIR in understanding how and why this EIR reaches a conclusion that an impact would or would not occur, and whether the impact would be significant or less than significant.

Serving as the CEQA Lead Agency for this EIR, the City of Ontario is responsible for determining whether an adverse environmental effect identified in this EIR should be classified as significant or less than significant. The standards of significance used in this EIR are based on the independent judgment of the City of Ontario, taking into consideration the City of Ontario Policy Plan; the City of Ontario Municipal Code and adopted City policies; the judgment of the technical experts that prepared this EIR's technical appendices; performance standards adopted, implemented, and monitored by regulatory agencies; and significance standards recommended by regulatory agencies.

As required by CEQA Guidelines Section 15126.2(a), Project-related effects on the environment are characterized in this EIR as direct, indirect, cumulatively-considerable, short-term, long-term, on-site, and/or off-site impacts. A summarized "impact statement" is provided in each Subsection following the analysis. Each Subsection also includes a discussion or listing of the applicable regulatory criteria (laws, policies, regulations) that the Project and its implementing actions are required to comply with (if any). If impacts are identified as significant after mandatory compliance with regulatory criteria, feasible mitigation measures are presented that would either avoid the impact or reduce the magnitude of the impact. For any impact identified as significant and unavoidable, the City of Ontario would be required to adopt a statement of overriding considerations pursuant to CEQA Guidelines Section 15093 in order to approve the Project despite its significant impact(s) to the environment. The statement of overriding considerations would list the specific economic, legal, social, technological, and other benefits of the Project, supported by substantial evidence in the Project's administrative record, that outweigh the unavoidable impacts.

4.1.4 TERMINOLOGY USED IN THIS EIR

The level of significance is identified for each impact in this EIR. Although the criteria for determining significance are different for each topic area, the environmental analysis applies a uniform classification of the impacts based on definitions consistent with CEQA and the CEQA Guidelines:

- No Impact. An adverse change in the physical environment would not occur.

- Less-than Significant Impact. An adverse change in the physical environment would occur but the change would not be substantial or potentially substantial and would not exceed the threshold(s) of significance presented in this EIR.

- Significant Impact. A substantial or potentially substantial adverse change in the physical environment would occur and would exceed the threshold(s) of significance presented in this EIR, requiring the consideration of mitigation measures.

Each Subsection also includes a discussion or listing of the applicable regulatory criteria (laws, policies, regulations, etc.) that the Project is required to comply with (if any). If impacts are identified as significant after mandatory compliance with regulatory criteria, feasible mitigation measures are presented that would either avoid the impact or reduce the magnitude of the impact. The following terms are used to describe the level of significance following the application of recommended mitigation measures:

- Less-than-Significant Impact with Mitigation. A substantial or potentially substantial adverse change in the physical environment would occur that would exceed the threshold(s) of significance presented in this EIR; however, the impact can be avoided or reduced to a less than significant level through the application of feasible and enforceable mitigation measure(s).

- Significant and Unavoidable Impact. A substantial or potentially substantial adverse change in the physical environment would occur that would exceed the threshold(s) of significance presented in this EIR. Feasible and enforceable mitigation measure(s) that have a proportional nexus to the Project's impact are either not available or would not be fully effective in avoiding or reducing the impact to below a level of significance.

For any impact identified as significant and unavoidable, the City of Ontario would be required to adopt a statement of overriding considerations pursuant to CEQA Guidelines Section 15093 in order to approve the Project despite its significant impact(s) to the environment. The statement of overriding considerations would list the specific economic, legal, social, technological, and other benefits of the Project, supported by substantial evidence in the Project's administrative record, that outweigh the unavoidable impact(s).

4.1 AESTHETICS

This Subsection describes the aesthetic qualities and visual resources present on the Project Site and in the Site's vicinity, and evaluates the potential effects that the Project may have on these resources. Descriptions of existing visual characteristics, both on-site and in the vicinity of the Project Site, and the analysis of potential impacts to aesthetic resources are based on field observations and Site photographs collected by T&B Planning, Inc. on July 28, 2022; analysis of aerial photography (Google Earth, 2022); and the Project's proposed Site, architecture, and landscaping plans (as described in Section 3.0, *Project Description*, of this EIR). This Subsection also is based on information contained in the Aesthetics section of the certified Final Program SEIR prepared for The Ontario Plan (TOP) 2050 (SCH No. 2021070364), and the City of Ontario Municipal Code (Ontario, 2021a). All references used in this Subsection are listed in EIR Section 7.0, *References*.

4.1.1 EXISTING CONDITIONS

A. Project Site and Surrounding Areas

The Project Site is located in the northeast portion of the City of Ontario, San Bernardino County, California. The Project Site is bordered by East Airport Drive to the south, industrial uses to the east and west, and the railroad to the north. Under existing conditions, the area surrounding the Project Site is fully developed with industrial land uses, primarily warehousing and manufacturing facilities, as described below and under EIR Subsection 2.3, *Surrounding Land* Uses.

North: A railroad right-of-way adjoins the Project Site to the north. Emser Tile Distribution Center (5300 Shea Center Drive) is located to the north of the railroad tracks.

South: East Airport Drive adjoins the Project Site to the south. Two warehouses are located south of East Airport Drive at the street addresses of 5600 East Airport Drive and 5200 East Airport Drive. Current tenants at the warehouses include Costco and XPO Logistics.

West: A Verizon facility (5351 East Airport Drive) adjoins the Project Site to the west.

East: A industrial gas supplier, Praxair, Inc (5735 East Airport Drive) adjoins the Project Site to the east.

Topographically, the Project Site is perceived as flat but, actually, slopes gently to the south-southeast at a gradient of less than one percent (SCG, 2022a). The Site is developed under existing conditions. There are no rock outcroppings or unique topographic features on the Project Site. Minimal vegetation, primarily turf and shrubs with a few trees, is located along the southern perimeter of the Project Site.

Pursuant to CEQA Guidelines Section 15125 and as explained in Section 2.0 of this EIR, the physical environmental condition for purposes of establishing the setting of this EIR is the environment as it existed at the time the EIR's NOP was released for public review. The NOP for this EIR was released on September 1, 2022. As of that approximate date, the Project Site is occupied by Verhoeven, a grain processing facility (sub-tenant), and The Scoular Company, a corn storage and distribution facility.

The eastern portion of the Project Site contains grain storage silos, grain mill area, and five buildings that are used for maintenance and repair, grain storage, and service shop. The western portion of the Project Site contains silo grain storage, with an office trailer. A vehicle wash-down area is also present on the northeastern portion of the Site, and three to four septic systems are located onsite.

Figure 4.1-1 through Figure 4.1-3 illustrate a photographic inventory of the Project Site and are relied upon herein to describe the Project Site's aesthetic condition and character. These photographs provide a representative visual depiction of the Site's visual characteristics as seen from surrounding public viewing areas, which consist of public roads adjacent to the Project Site. The Site photographs presented on the following pages were stitched together from multiple individual photographs in order to provide wider panoramic views of the Project Site and its surroundings. The photographs were all taken during the same session and reflect a field of view approximately 5 feet above the ground.

B. Scenic Vistas and Scenic Resources

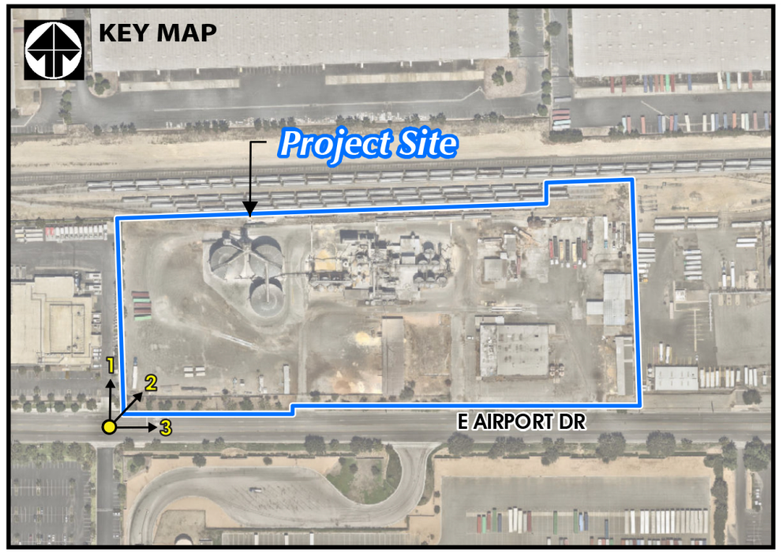
The Project Site is located within a relatively flat valley floor surrounded by rugged hills and mountains. As shown on Figure 4.1-1 through Figure 4.1-3, the Project Site does not contain any scenic resources, such as buildings or landscaping of aesthetic value, or any landforms of visual interest.

Major scenic resources in Ontario that contribute to scenic vistas include the San Gabriel Mountains to the north of the City. The San Gabriel Mountains are located approximately 8.7 miles north of the Project Site and are visible under clear weather conditions. The lower elevations of the San Gabriel Mountains are obscured from public viewing areas abutting the Project Site by the existing buildings and grain storage silos and storage onsite. Views of the upper elevations of the San Gabriel Mountains are partially obscured by onsite buildings; views of the San Gabriel Mountains, also, can sometimes be obscured from the Project Site and its surroundings during hazy conditions that are common to the Inland Empire Area.

C. Light and Glare

Artificial light is associated with the evening and nighttime hours, and sources may include streetlights, illuminated signage, and vehicle headlights. Glare is primarily a daytime occurrence caused by the reflection of sunlight or artificial light from highly polished surfaces, such as window glass or reflective materials, and, to a lesser degree, from broad expanses of light-colored surfaces. Glare can also be produced during evening and nighttime hours by artificial light directed toward a light-sensitive land use.

The Project Site contains sources of artificial, exterior lighting under existing conditions since it is currently operating as a grain processing facility and corn storage and distribution facility. Artificial lighting sources include building-mounted fixtures within the Project Site, street lights along East Airport Drive, and from developed properties to the east, west and south.

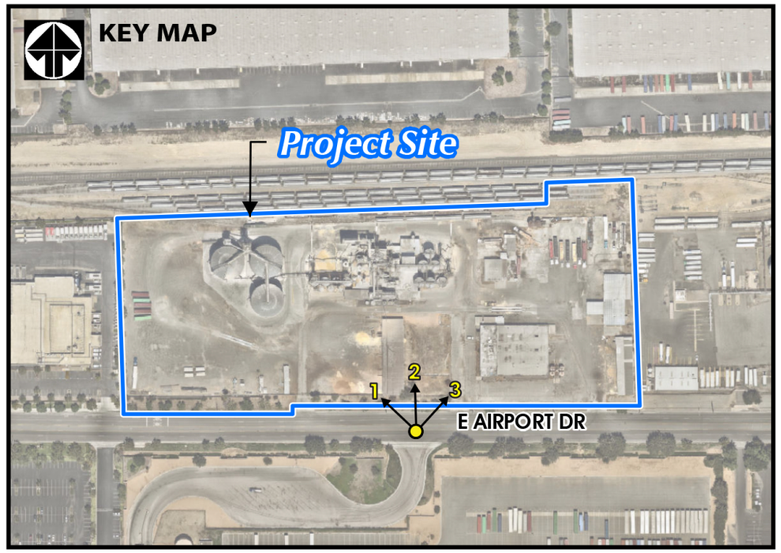


View 1: View from the Southwestern corner of the Project Site along E Airport Dr, looking North, Northeast, and East.

Figure 4.1-1

Not to Scale

Site Photography View 1

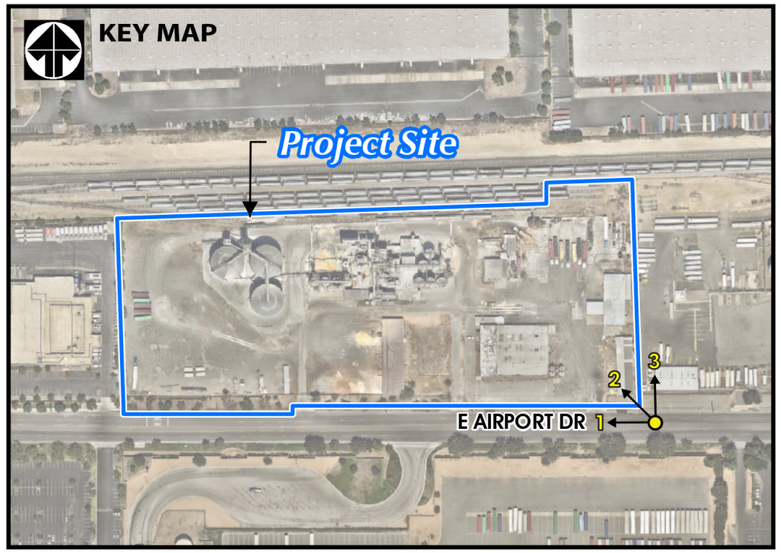


View 2: View from South of the Project Site along E Airport Dr, looking Northwest, North, and Northeast.

Figure 4.1-2

Not to Scale

Site Photography View 2



View 3: View from the Southeaster corner of the Project Site along E Airport Dr, looking West, Northwest, and North.

Figure 4.1-3

Not to Scale

Site Photography View 3

4.1.2 Regulatory Setting

A. State Plans, Policies, and Regulations

1. California Scenic Highways

The California Department of Transportation (Caltrans) manages the State Scenic Highway Program, established in 1963 through Senate Bill 1467, Streets and Highways Code, Sections 260 through 263 to protect and enhance the natural scenic beauty of California highways and adjacent corridors, through special conservation treatment. A highway may be designated as scenic depending upon how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes upon the traveler's enjoyment of the view. Scenic corridors consist of land that is visible from, adjacent to, and outside the highway right-of-way, and is comprised primarily of scenic and natural features. Topography, vegetation, viewing distance, and/or jurisdictional lines determine the corridor boundaries. Existing law provides Caltrans with full possession and control of all State highways, while this legislation places the Scenic Highway Program under the stewardship of Caltrans. The legislation further declares the intent of the State to assign responsibility for the regulation of land use and development along scenic highways to the appropriate State and local governmental agencies. Scenic highways are classified as either Officially Designated or Eligible for designation and Caltrans maintains the lists of these highways. (Caltrans, 2021)

There are no officially-designated scenic road or highway corridors within the City of Ontario (Caltrans, 2021).

B. Local Plans, Policies, and Regulations

1. The Policy Plan

The Policy Plan, part of The Ontario Plan, serves as the City's General Plan. The Policy Plan Community Design Element has several principles, goals, and policies that are applicable to the Project to distinguish Ontario as a unique, highly aesthetic built environment that fosters enjoyment, financial benefit, and well-being for the entire community. On August 16, 2022, the City approved TOP 2050, which include updates to the Policy Plan.

2. City of Ontario Municipal Code

The City of Ontario Municipal Code contains regulations regarding historical preservation and general design guidelines that address the aesthetic aspects of residential, commercial, and industrial development:

- **Title 9. Development Code, Chapter 1: Development Code**, contains regulations for landscaping, lighting, signage, and setbacks in the various land use districts. All on-site lighting fixtures, including parking lot lighting, security lighting and decorative lighting, be indirect or diffused, or shielded or directed away from residential areas.

4.1.3 Methodology for Evaluating Aesthetics Impacts

The analysis of aesthetics impacts will focus on changes to scenic vistas, viewsheds, and scenic resources, visual character, and the introduction of new sources of light and glare.

The analysis of potential impacts to scenic vistas, viewsheds, and scenic resources will identify whether the Project would block or otherwise substantially and adversely affect a unique view of a scenic vista(s) or scenic resource as seen from a public viewing location(s), such as a public road, park, trail, and/or other publicly-owned property at which the general public is legally authorized to use or congregate. Effects to scenic vistas from private properties will not be considered because the City's Policy Plan calls for the protection of public views and the City does not have any ordinances or policies in place that protect views from privately-owned property.

The U. S. Census Bureau defines an "urbanized area" as a densely settled core of census tracts and/or census blocks that have 50,000 or more residents and meet minimum population density requirements while also being adjacent to territory containing non-residential urban land uses. According to the 2010 Census Urbanized Area Reference Map, the Project is located within an urbanized area (US Census, 2012); therefore, the analysis of potential impacts to visual character will consider whether the Project design conflicts with applicable zoning and other applicable regulations governing scenic quality.

Lastly, the analysis of light and glare will consider if the Project would directly expose the Project area with bright lights or create unwanted light in the night sky including light trespass, sky glow, or over-lighting, the Project would adversely affect day or nighttime views in the area.

4.1.4 Basis for Determining Significance

According to Section I of Appendix G to the CEQA Guidelines, the proposed Project would result in a significant impact to aesthetics if the Project or any Project-related component would (OPR, 2019):

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?*

4.1.5 IMPACT ANALYSIS

Threshold a: ***Would the Project have a substantial adverse effect on a scenic vista?***

A significant impact would occur if a project were to introduce incompatible scenic elements within a field of 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 CD1-5) requires all major require north-south streets be designed and redeveloped to feature views of the San Gabriel Mountain. The Project Site is located at East Airport Drive, a minor east-west minor arterial street, as identified in the Functional Roadway Classification Plan (Figure M-2) of the Mobility Element within the Policy Plan (Ontario, 2022a). Additionally, the Project Site is bordered by industrial uses to the east and west. The San Gabriel Mountains are partially visible from the East Airport Drive segment that abuts the Project Site (while looking north); however, views of the Mountains are largely obstructed by existing onsite structures and improvements. The proposed warehouse building would not obscure views of the San Gabriel Mountains substantially more than views of the Mountains are already obscured under existing conditions, and views of the San Bernardino Mountains would continue to be available above the proposed building. Therefore, the visibility – or lack thereof – of the San Gabriel Mountains from public viewing areas along the Project Site frontage would not change substantially with implementation of the Project. Accordingly, given that the Project Site is not a scenic vista, is not located near a designated scenic resource, and unique, prominent, and scenic views would not be obscured by the Project, implementation of the Project would not have a substantial adverse effect on a scenic vista and less-than-significant impacts would occur.

Threshold b: ***Would the Project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?***

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 have not been officially designated as scenic highways by the California Department of Transportation. The nearest eligible State scenic highway is SR-142, approximately 12.7 miles to the southwest of the Project Site (Caltrans, 2021). In addition, there are no historic 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, tress, rock outcroppings and historic buildings within a state scenic highway. No impacts are anticipated.

Threshold c: ***In non-urbanized areas, would the Project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?***

According to CEQA Guidelines Section 15387, urban areas mean 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 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 Heavy Industrial (IH) 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 TOP. Furthermore, these regulations are to ensure that the appearance of industrial buildings and uses are compatible with the visual character of the area in which they are located (Ontario, 2021b). Table 4.1-1, *Zoning District Development Standards 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 IH zone. Therefore, no adverse impacts are anticipated.

Table 4.1-1 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 3-4, *Proposed Site Plan*, the Project Site area is 569,954 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 3-4, *Proposed 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 3-4, *Proposed Site Plan*, the Project's lot width is approximately 1,200 feet and the depth is approximately 484 feet, which exceed the minimum 100-foot lot width and depth requirement.

Applicable Development Standard	Project Consistency
	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 3-4, *Proposed Site Plan*, the Project Site is an interior lot and the Project's landscape coverage would meet the City's minimum 10% landscape coverage requirement. 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 3-4, *Proposed Site Plan*, there is a 20-foot landscape buffer between the Project Site parking space and drive aisle area and the street and interior property line. 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 9-foot landscape buffer on the western side between the parking space and the proposed building, 6 foot landscape buffer on the eastern side, and 16 foot separation on the southern side adjacent to the secondary office area. Drive aisles surrounding the eastern, western, and southern side of the building are separated by parking spaces and landscaping, exceeding the minimum 10-foot requirement. Additionally, along the northern side of the building, there is a 10-foot 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 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	**Consistent.** As discussed above, the Project is located along an arterial street. As shown in Figure 3-4, *Proposed Site Plan*, the proposed truck yard would be 32 feet from East Airport Drive. Therefore, the 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 3-4, *Proposed Site Plan*, a 14-foot-tall concrete tilt screen wall would border the Project Site's southern boundary along the trailer parking spaces, which would meet the minimum height requirement of 8 feet. Site plans will be subject to review by the Planning Department prior to issuance of building permits. The Project would comply with

Applicable Development Standard	Project Consistency
	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).	**Consistent.** The Project would provide a total of 251 parking spaces, which is within the minimum requirement of 251 parking spaces. The Project would comply with Section 6.03 Off-Street Parking and Loading.
9. Property Appearance and Maintenance Refer to Division 6.10 (Property Appearance and Maintenance).	**Consistent.** The Project Site would be redeveloped with a new warehouse distribution 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, including signage 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 Refer to Ontario Municipal Code Title 4, Chapter 11 (Security Standards for Buildings).	**Consistent.** The Project would be required to comply with construction Site security requirements as stated in 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 Section 4.9, *Noise*, the Project would not result in significant noise impacts and the Project has been constructed to mitigate 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 located along an arterial street. As shown in Figure 3-4, *Proposed Site Plan*, the proposed truck yard would be 32 feet from East Airport Drive and the proposed building would be further north. Therefore, the Project would be consistent with the minimum street setback.
3. Minimum Interior Property Line Setback: 0 FT	-

Applicable Development Standard	Project Consistency
4. Maximum Height: 55 FT	**Consistent.** The proposed building would be 49 feet in height and would not exceed the Zoning District Development Standards' height limit of 55 feet. Accordingly, the Project's proposed building height would comply with the City's permitted height in the IH 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.

Threshold d: ***Would the Project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?***

The analysis of light and glare describes the existing light and glare environments in the Project area, identifies the light- and glare-sensitive land uses in the area, describes the light and glare sources under the Project, and qualitatively evaluates whether the Project would result in a substantial increase in nighttime lighting and daytime glare as seen from the area's sensitive uses. The analysis of lighting impacts focuses on whether the Project would cause or substantially increase adverse night time lighting effects on light sensitive uses. Included in this analysis is consideration of the affected street frontages, the direction in which Project lighting would be directed, the potential for sunlight to reflect off the exterior surfaces of the proposed buildings, and the extent to which glare would interfere with the operation of motor vehicles or other activities.

Under existing conditions, the Project Site is surrounded by industrial uses and railroad tracks and street lights are located along East Airport Drive. New lighting would be introduced to the Site with the development of the Project. Pursuant to the requirements of the City's Development Code, on-site lighting is required to be shielded, diffused or indirect, to avoid glare to pedestrians or motorists. In addition, lighting fixtures are required to be selected and located to confine the area of illumination to within the Project Site and minimize light spillage. Furthermore, Site lighting plans are subject to review by the City's Planning Department and Police Department prior to issuance of building permits (pursuant to the City's Building Security Ordinance).

With respect to glare, a majority of Project building materials would consist of tilt-up concrete panels which are low reflective. Although the building would incorporate some glass elements, the glass would result in minimal glare effects because proposed window glazing would be low reflective, would be set back from East Airport Drive at a distance and would be buffered from East Airport Drive by landscaping. 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.

4.1.6 Cumulative Impact Analysis

The CEQA Guidelines define a "cumulative impact" as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts"

(CEQA Guidelines Section 15355). The Project's effects to scenic views of the San Gabriel Mountains, if any, would be localized to the immediate Project Site area and would not extend beyond the public viewing areas that immediately abut the Project Site (East Airport Drive). The views that would be affected only occur abutting the Project Site and the Project does not contain any off-site components that could adversely affect scenic views that occur elsewhere in the City. Furthermore, the Project's impacts to local scenic views are inherently site specific and not influenced or exacerbated by effects to scenic views that may occur at other, off-site properties. Because of the site-specific nature of these impacts, there would be no direct or indirect connection to similar potential issues or cumulative effects to or from other properties pursuant to Threshold "a."

As noted under the analysis of Threshold "b," the Project Site is not located within close proximity to any designated State scenic routes and does not contain any scenic resources. Therefore, the Project has no potential contribute to a cumulatively significant impact to scenic resources within a designated scenic route corridor.

Under existing conditions, the area surrounding the Project Site is entirely developed with industrial land uses. No new or pending development projects are known to occur in the area surrounding the Project Site. Accordingly, the Project would not contribute to cumulatively considerable impacts to local visual quality. Notwithstanding, as with the Project, any re-development in the surrounding area would be subject to applicable development regulations and design standards, including, but not limited to the Ontario Development Code. Mandatory compliance to applicable development regulations and design standards would ensure that developments would incorporate high quality building materials, site design, and landscaping to preclude potential conflicts with applicable zoning and other regulations governing visual quality.

With respect to potential cumulative light and glare impacts, the Project would be required to comply with City's Development Code, which sets standards for exterior lighting/fixtures. The restriction on unshielded light fixtures and "spill over" lighting enforced by these lighting regulations has the effect of minimizing light and glare that would affect daytime views and/or create sky glow. Additionally, development projects with artificial light sources in surrounding jurisdictions would be required to comply with the light reduction requirements applicable in their respective jurisdiction. Although cumulative development in the Project's surrounding area is expected to introduce new sources of lighting and potentially reflective materials, the required compliance with the applicable legal standard and code requirements would ensure that future cumulative development does not introduce substantial sources of lighting or glare. As such, the Project would not contribute to cumulatively-considerable, adverse impacts to the existing daytime or nighttime views of the Project Site or its surroundings.

4.1.7 Significance of Impacts Before Mitigation

Threshold a: Less-than-Significant Impact. The Project would not substantially affect a scenic vista. The Project Site does not contain any designated scenic vistas or scenic corridors. The Project would not substantially affect views of the San Gabriel Mountains from nearby public viewing areas.

Threshold b: No Impact. The Project Site is not located within the viewshed of a scenic highway and does not contain scenic resources.

Threshold c: No Impact. The Project would not conflict with applicable zoning and other regulations governing scenic quality during Project construction or operation. The Project is consistent with the existing and surrounding industrial land uses.

Threshold d: Less-than-Significant Impact. Compliance with the City's Development Code requirements for artificial lighting would ensure less-than-significant impacts associated with light and glare affecting day or nighttime views in the area from on-site lighting elements.

4.1.8 MITIGATION

Project impacts would be less than significant and mitigation is not required.

4.2 AIR QUALITY

This Subsection is primarily based on two technical studies that were prepared by Urban Crossroads, Inc. to evaluate the potential for Project-related construction and operational activities to result in adverse effects on local and regional air quality. The first report, an air quality impact analysis (AQIA), is titled "5355 East Airport Drive Air Quality Impact Analysis," dated August 30, 2022, and is included as *Technical Appendix B1* to this EIR (Urban Crossroads, 2022a). The second report, a mobile source health risk assessment (HRA), is titled "5355 East Airport Drive Mobile Source Health Risk Assessment," dated August 30, 2022, and is included as *Technical Appendix B2* to this EIR (Urban Crossroads, 2022b). All references used in this Subsection are listed in EIR Section 7.0, *References*.

4.2.1 EXISTING CONDITIONS

A. Atmospheric Setting

The Project Site is located in the South Coast Air Basin (SCAB, or "Basin"), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAB encompasses approximately 6,745 square miles and includes portions of Los Angeles, Riverside, and San Bernardino Counties, and all of Orange County. The SCAB is bound by the Pacific Ocean to the west; the San Gabriel, San Bernardino, and the San Jacinto Mountains to the north and east, respectively; and the San Diego County line to the south. (Urban Crossroads, 2022a, p. 9)

B. Regional Climate

The regional climate – temperature, wind, humidity, precipitation, and the amount of sunshine – has a substantial influence on air quality. The SCAB's distinctive climate is determined by its terrain and geographical location, which comprises a coastal plain connected to broad valleys and low hills bounded by the Pacific Ocean in the southwest quadrant with high mountains forming the remainder of the perimeter. The SCAB is semi-arid, with average annual temperatures varying from the low-to-middle 60s, measured in degrees Fahrenheit (F); however, the air near the land surface is quite moist on most days because of the presence of a marine layer. This shallow layer of sea air is an important modifier of the SCAB's climate. Humidity restricts visibility in the SCAB and the relative high humidity heightens the conversion of sulfur dioxide (SO_2) to sulfates (SO_4). The marine layer provides an environment for that conversion process, especially during the spring and summer months. Inland areas of the SCAB, including where the Project Site is located, show more variability in annual minimum/maximum temperatures and lower average humidity than coastal areas within the SCAB due to decreased marine influence. (Urban Crossroads, 2022a, p. 9)

More than 90 percent of the SCAB's rainfall occurs between November and April. The annual average rainfall within the SCAB varies between approximately 9 inches in Riverside to 14 inches in downtown Los Angeles. Monthly and yearly rainfall totals are extremely variable. Summer rainfall usually consists of widely scattered thunderstorms near the coast and slightly heavier shower activity in the eastern portion of the SCAB. Due to its generally clear weather, about three-quarters of available sunshine is received in the SCAB; the remaining one-quarter is absorbed by clouds. The abundant

amount of sunshine (and its associated ultraviolet radiation) is a key factor to the photochemical reactions of air pollutants in the SCAB. (Urban Crossroads, 2022a, pp. 9-10)

Dominant airflow direction and speed are the driving mechanisms for transport and dispersion of air pollution. During the late autumn to early spring rainy season, the SCAB is subjected to wind flows associated with storms moving through the region from the northwest. This period also brings 5 to 10 periods of strong, dry offshore winds, locally termed "Santa Anas" each year. During the dry season, which coincides with the months of maximum photochemical smog concentrations, the wind flow is bimodal, typified by a daytime onshore sea breeze and a nighttime offshore drainage wind. Summer wind flows are created by the pressure differences between the relatively cold ocean and the unevenly heated and cooled land surfaces that modify the general northwesterly wind circulation over southern California. During the nighttime, heavy, cool air descends mountain slopes and flows through the mountain passes and canyons as it follows the lowering terrain toward the ocean. (Urban Crossroads, 2022a, p. 10)

In the SCAB, there are two distinct temperature inversion structures that control the vertical mixing of air pollution. During the summer, warm high-pressure descending (subsiding) air is undercut by a shallow layer of cool marine air. The boundary between these two layers of air is a persistent marine subsidence/inversion. This boundary prevents vertical mixing which effectively acts as an impervious lid to pollutants over the entire SCAB. The mixing height for the inversion structure is normally situated 1,000 to 1,500 feet above mean sea level. A second inversion-type forms in conjunction with the drainage of cool air off the surrounding mountains at night followed by the seaward drift of this pool of cool air. The top of this layer forms a sharp boundary with the warmer air aloft and creates nocturnal radiation inversions. These inversions occur primarily in the winter, when nights are longer and onshore flow is weakest. They are typically only a few hundred feet above mean sea level. These inversions effectively trap pollutants, such as nitrogen oxides and carbon monoxide, as the pool of cool air drifts seaward. Winter is therefore a period of high levels of primary pollutants along the coastline. (Urban Crossroads, 2022a, p. 10)

C. Criteria Pollutants and Associated Human Health Effects

The federal government and State of California have established maximum permissible concentrations for common air pollutants that may pose a risk to human health or would otherwise degrade air quality and adversely affect the environment. These regulated air pollutants are referred to as "criteria pollutants." An overview of the common criteria air pollutants in the SCAB, their sources, and associated effects to human health are summarized below (refer also to Section 2.4 of the Project's AQIA in *Technical Appendix B1* to this EIR for a detailed discussion of criteria pollutants).

- **Carbon Monoxide (CO)** is a colorless, odorless gas produced by the incomplete combustion of carbon-containing fuels, such as gasoline or wood. CO concentrations tend to be the highest in the winter during the morning, when there is little to no wind and surface-based inversions trap the pollutant at ground levels. CO is emitted directly from internal combustion engines; therefore, motor vehicles operating at slow speeds are the

primary source of CO and the highest ambient CO concentrations in the SCAB are generally found near congested transportation corridors and intersections.

Health Effects

Inhaled CO does not directly affect the lungs but affects tissues by interfering with oxygen transport and competing with oxygen to combine with hemoglobin present in the blood to form carboxyhemoglobin (COH_b). Therefore, health conditions with an increased demand for oxygen supply can be adversely affected by exposure to CO. The most common symptoms associated with CO exposure include headache, nausea, vomiting, dizziness, fatigue, and muscle weakness. Individuals most at risk to the effects of CO include fetuses, patients with diseases involving heart and blood vessels, and those with chronic oxygen deficiency.

- **Sulfur Dioxide (SO_2)** is a colorless gas or liquid. SO_2 enters the atmosphere as a pollutant mainly as a result of burning high sulfur-content fuel oils and coal and from chemical processes occurring at chemical plants and refineries. When SO_2 oxidizes in the atmosphere, it forms sulfates (SO_4). Collectively, these pollutants are referred to as sulfur oxides (SO_X).

  Health Effects

  SO_2 is a respiratory irritant to people afflicted with asthma. After a few minutes' exposure to low levels of SO_2, asthma sufferers can experience breathing difficulties, including airway constriction and reduction in breathing capacity. Although healthy individuals do not exhibit similar acute breathing difficulties in response to SO_2 exposure at low levels, animal studies suggest that very high levels of exposure can cause lung edema (fluid accumulation), lung tissue damage, and sloughing off of cells lining the respiratory tract.

- **Nitrogen Oxides (NO_X)** consist of nitric oxide (NO), nitrogen dioxide (NO_2) and nitrous oxide (N_2O) and are formed when nitrogen (N_2) combines with oxygen (O_2). Their lifespan in the atmosphere ranges from 1 to 7 days for nitric oxide and nitrogen dioxide, to 170 years for nitrous oxide. Nitrogen oxides are typically created during combustion processes, and are major contributors to smog formation and acid deposition.

  Health Effects

  NO_2 is a criteria air pollutant and may result in numerous adverse health effects; it absorbs blue light, resulting in a brownish-red cast to the atmosphere, and reduced visibility. Of the nitrogen oxide compounds, NO_2 is the most abundant in the atmosphere. As ambient concentrations of NO_2 are related to traffic density, commuters in heavy traffic may be exposed to higher concentrations of NO_2 than those indicated by regional monitoring stations. Population-based studies suggest that an increase in acute respiratory illness, including infections and respiratory symptoms in children (not infants), is associated with long-term exposure to NO_2. Short-term exposure to NO_2 can result in resistance to air flow

and airway contraction in healthy subjects. Exposure to NO_2 can result decreases in lung functions in individuals with asthma or chronic obstructive pulmonary diseases (e.g., chronic bronchitis, emphysema), as these individuals are more susceptible to the effects of NO_X than healthy individuals.

- **Ozone (O_3)** is a highly reactive and unstable gas that is formed when volatile organic compounds (VOCs) and nitrogen oxides (NO_X), both byproducts of internal combustion engine exhaust, undergo slow photochemical reactions in the presence of sunlight. Ozone concentrations are generally highest during the summer months when direct sunlight, warm temperatures, and light wind conditions are favorable to the formation of this pollutant.

  Health Effects

  Short-term exposure (lasting for a few hours) to ozone at levels typically observed in southern California can result in breathing pattern changes, reduction of breathing capacity, increased susceptibility to infections, inflammation of the lung tissue, and some immunological changes. Individuals exercising outdoors, children, and people with pre-existing lung disease, such as asthma and chronic pulmonary lung disease, are considered to be the most susceptible sub-groups for ozone effects. Children who participate in multiple outdoor sports and live in communities with high ozone levels have been found to have an increased risk for asthma.

- **Particulate Matter less than 10 microns (PM_{10}) and less than 2.5 microns ($PM_{2.5}$)** are air pollutants consisting of tiny solid or liquid particles of soot, dust, smoke, fumes, and aerosols that are 10 microns or smaller or 2.5 microns or smaller, respectively. These particles are formed in the atmosphere from primary gaseous emissions that include sulfates formed from SO_2 release from power plants and industrial facilities and nitrates that are formed from NO_X release from power plants, automobiles, and other types of combustion sources. The chemical composition of fine particles is highly dependent on location, time of year, and weather conditions.

  Health Effects

  The small size of PM_{10} and $PM_{2.5}$ allows them to enter the lungs where they may be deposited, resulting in adverse health effects. Elevated ambient concentrations of fine particulate matter (PM_{10} and $PM_{2.5}$) have been linked to an increase in respiratory infections, number, and severity of asthma attacks, and increased hospital admissions. Some studies have reported an association between long-term exposure to air pollution dominated by fine particles and increased mortality, reduction in life-span, and an increased mortality from lung cancer. Daily fluctuations in $PM_{2.5}$ concentration levels have also been related to hospital admissions for acute respiratory conditions in children, to a decrease in respiratory lung volumes in normal children, and to increased medication use in children and adults with asthma. Recent studies show lung function growth in children is reduced with long-term exposure to particulate matter. The elderly, people with pre-

existing respiratory or cardiovascular disease, and children, appear to be the most susceptible to the effects of high levels of PM_{10} and $PM_{2.5}$.

- **Volatile Organic Compounds (VOCs) and Reactive Organic Gasses (ROGs)** are a family of hydrocarbon compounds (any compound containing various combinations of hydrogen and carbon atoms) that exist in the ambient air. Both VOCs and ROGs are precursors to ozone and contribute to the formation of smog through atmospheric photochemical reactions. Individual VOCs and ROGs have different levels of reactivity; that is, they do not react at the same speed or do not form ozone to the same extent when exposed to photochemical processes.

  Health Effects

  VOCs often have an odor, including such common VOCs as gasoline, alcohol, and the solvents used in paints. Odors generated by VOCs can irritate the eye, nose, and throat, which can reduce respiratory volume. In addition, studies have shown that the VOCs that cause odors can stimulate sensory nerves to cause neurochemical changes that might influence health, for instance, by compromising the immune system.

- **Lead (Pb)** is a heavy metal that is highly persistent in the environment. Historically, the primary source of lead in the air was emissions from vehicles burning leaded gasoline. Currently, emissions of lead are largely limited to stationary sources such as lead smelters.

  Health Effects

  Exposure to low levels of lead can adversely affect the development and function of the central nervous system, leading to learning disorders, distractibility, inability to follow simple commands, and lower intelligence quotient. In adults, increased lead levels are associated with increased blood pressure. Lead poisoning can cause anemia, lethargy, seizures, and death. Fetuses, infants, and children are more sensitive than others to the adverse effects of lead exposure. (Urban Crossroads, 2022a, pp. 11-17)

As discussed in EIR Subsection 2.2, OEHHA's California Communities Environmental Health Screening Tool: CalEnviroScreen 4.0, is a screening methodology that the State of California uses to identify California communities that are disproportionately burdened by multiple sources of pollution. The CalEnviroScreen 4.0 indicators for the Project Site's Census Tract are in Table 2-1 and report that for the Project Site's Census Tract (Census Tract 6071012700) the highest environmental exposures from air pollution (over 75%) are from O_3, $PM_{2.5}$, and diesel particulate matter (DPM).

D. Existing Air Quality

Air quality is evaluated in the context of ambient air quality standards published by the federal and State governments. These standards are the levels of air quality that are considered safe, with an adequate margin of safety, to protect the public health and welfare. The National Ambient Air Quality

Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) currently in effect are detailed in Table 4.2-1, *Ambient Air Quality Standards*.

Table 4.2-1 Ambient Air Quality Standards (1 of 2)

Pollutant	Averaging Time	California Standards [1]		National Standards [2]		
		Concentration [3]	Method [4]	Primary [3,5]	Secondary [3,6]	Method [7]
Ozone (O_3)[8]	1 Hour	0.09 ppm (180 µg/m³)	Ultraviolet Photometry	—	Same as Primary Standard	Ultraviolet Photometry
	8 Hour	0.070 ppm (137 µg/m³)		0.070 ppm (137 µg/m³)		
Respirable Particulate Matter (PM10)[9]	24 Hour	50 µg/m³	Gravimetric or Beta Attenuation	150 µg/m³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m³		—		
Fine Particulate Matter (PM2.5)[9]	24 Hour	—	—	35 µg/m³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m³	Gravimetric or Beta Attenuation	12.0 µg/m³	15 µg/m³	
Carbon Monoxide (CO)	1 Hour	20 ppm (23 mg/m³)	Non-Dispersive Infrared Photometry (NDIR)	35 ppm (40 mg/m³)	—	Non-Dispersive Infrared Photometry (NDIR)
	8 Hour	9.0 ppm (10 mg/m³)		9 ppm (10 mg/m³)	—	
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m³)		—	—	
Nitrogen Dioxide (NO_2)[10]	1 Hour	0.18 ppm (339 µg/m³)	Gas Phase Chemiluminescence	100 ppb (188 µg/m³)	—	Gas Phase Chemiluminescence
	Annual Arithmetic Mean	0.030 ppm (57 µg/m³)		0.053 ppm (100 µg/m³)	Same as Primary Standard	
Sulfur Dioxide (SO_2)[11]	1 Hour	0.25 ppm (655 µg/m³)	Ultraviolet Fluorescence	75 ppb (196 µg/m³)	—	Ultraviolet Flourescence; Spectrophotometry (Pararosaniline Method)
	3 Hour	—		—	0.5 ppm (1300 µg/m³)	
	24 Hour	0.04 ppm (105 µg/m³)		0.14 ppm (for certain areas)[10]	—	
	Annual Arithmetic Mean	—		0.030 ppm (for certain areas)[10]	—	
Lead[12,13]	30 Day Average	1.5 µg/m³	Atomic Absorption	—	—	High Volume Sampler and Atomic Absorption
	Calendar Quarter	—		1.5 µg/m³ (for certain areas)[12]	Same as Primary Standard	
	Rolling 3-Month Average	—		0.15 µg/m³		
Visibility Reducing Particles[14]	8 Hour	See footnote 13	Beta Attenuation and Transmittance through Filter Tape	No National Standards		
Sulfates	24 Hour	25 µg/m³	Ion Chromatography			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m³)	Ultraviolet Fluorescence			
Vinyl Chloride[12]	24 Hour	0.01 ppm (26 µg/m³)	Gas Chromatography			

Source: (Urban Crossroads, 2022a, Table 2-2)

Table 4.2-1 Ambient Air Quality Standards (2 of 2)

1. California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, and particulate matter (PM10, PM2.5, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.
2. National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM10, the 24 hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 $\mu g/m^3$ is equal to or less than one. For PM2.5, the 24 hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact the U.S. EPA for further clarification and current national policies.
3. Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.
4. Any equivalent measurement method which can be shown to the satisfaction of the ARB to give equivalent results at or near the level of the air quality standard may be used.
5. National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.
6. National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.
7. Reference method as described by the U.S. EPA. An "equivalent method" of measurement may be used but must have a "consistent relationship to the reference method" and must be approved by the U.S. EPA.
8. On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.
9. On December 14, 2012, the national annual PM2.5 primary standard was lowered from 15 $\mu g/m^3$ to 12.0 $\mu g/m^3$. The existing national 24-hour PM2.5 standards (primary and secondary) were retained at 35 $\mu g/m^3$, as was the annual secondary standard of 15 $\mu g/m^3$. The existing 24-hour PM10 standards (primary and secondary) of 150 $\mu g/m^3$ also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.
10. To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national 1-hour standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national 1-hour standard to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.
11. On June 2, 2010, a new 1-hour SO_2 standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO_2 national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.

    Note that the 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.
12. The ARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.
13. The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. The 1978 lead standard (1.5 $\mu g/m^3$ as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.
14. In 1989, the ARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.

Source: (Urban Crossroads, 2022a, Table 2-2)

1. *Regional Air Quality*

❑ Criteria Pollutants

The SCAQMD monitors levels of various criteria pollutants at 37 permanent monitoring stations and 5 single-pollutant source Pb air monitoring sites throughout the Air Basin. The attainment status for criteria pollutants within the SCAB is summarized in Table 4.2-2, *Attainment Status of Criteria Pollutants in the SCAB*.

Table 4.2-2 Attainment Status of Criteria Pollutants in the SCAB

Criteria Pollutant	State Designation	Federal Designation
O_3 – 1-hour standard	Nonattainment	--
O_3 – 8-hour standard	Nonattainment	Nonattainment
PM_{10}	Nonattainment	Attainment
$PM_{2.5}$	Nonattainment	Nonattainment
CO	Attainment	Unclassifiable/Attainment
NO_2	Attainment	Unclassifiable/Attainment
SO_2	Unclassifiable/Attainment	Unclassifiable/Attainment
Pb[1]	Attainment	Unclassifiable/Attainment

Note: See Appendix 2.1 for a detailed map of State/National Area Designations within the SCAB
"-" = The national 1-hour O_3 standard was revoked effective June 15, 2005.
[1] The Federal nonattainment designation for lead is only applicable towards the Los Angeles County portion of the SCAB.
Source: (Urban Crossroads, 2022a, Table 2-3)

2. *Local Air Quality*

❑ Criteria Pollutants

The SCAQMD has designated general forecast areas and air monitoring areas (referred to as Source Receptor Areas (SRA) throughout the district in order to provide Southern California residents information about air quality conditions. The Project Site is located within SRA 33. Within SRA 33, the Interstate 10 (I-10) Near Road and California State Route (CA-60) Near Road monitoring stations are located approximately 0.6 miles northeast and 5.3 miles southwest of the Project Site, respectively. These stations report air quality statistics for CO, NO_2, and $PM_{2.5;}$ these monitoring station do not provide data for O_3 or PM_{10}. As such, the next nearest monitoring station is utilized for reporting purposes herein. Data for O_3 or PM_{10} was obtained from the Central San Bernardino Valley 1 monitoring station, located in SRA 34, approximately 3.5 miles northeast of the Project Site. Data from Central San Bernardino Valley 1 monitoring station were utilized in lieu of the I-10 Near Road and CA-60 Near Road monitoring stations only in instances where data was not available from those stations within SRA 33. (Urban Crossroads, 2022a, p. 21)

Ambient air pollutant concentrations in the Project area are summarized in Table 4.2-3, *Project Area Air Quality Monitoring Summary*. Data was collected for the three most recent years for which data was available (2018-2020).

Table 4.2-3 Project Area Air Quality Monitoring Summary

Pollutant	Standard	Year		
		2018	2019	2020
O_3				
Maximum Federal 1-Hour Concentration (ppm)		0.141	0.124	0.151
Maximum Federal 8-Hour Concentration (ppm)		0.111	0.109	0.111
Number of Days Exceeding State 1-Hour Standard	> 0.09 ppm	38	41	56
Number of Days Exceeding State/Federal 8-Hour Standard	> 0.070 ppm	69	67	89
CO				
Maximum Federal 1-Hour Concentration	> 35 ppm	1.6	1.5	1.5
Maximum Federal 8-Hour Concentration	> 20 ppm	1.3	1.1	1.2
NO_2				
Maximum Federal 1-Hour Concentration	> 0.100 ppm	0.088	0.086	0.094
Annual Federal Standard Design Value		0.027	0.028	0.029
PM_{10}				
Maximum Federal 24-Hour Concentration (µg/m^3)	> 150 µg/m^3	64	88	61
Annual Federal Arithmetic Mean (µg/m^3)		34.1	34.8	35.8
Number of Days Exceeding Federal 24-Hour Standard	> 150 µg/m^3	0	0	0
Number of Days Exceeding State 24-Hour Standard	> 50 µg/m^3	9	12	6
$PM_{2.5}$				
Maximum Federal 24-Hour Concentration (µg/m^3)	> 35 µg/m^3	47.90	41.30	53.10
Annual Federal Arithmetic Mean (µg/m^3)	> 12 µg/m^3	14.31	12.70	14.36
Number of Days Exceeding Federal 24-Hour Standard	> 35 µg/m^3	5	5	4

ppm = Parts Per Million
µg/m^3 = Microgram per Cubic Meter
Source: Data for O_3, CO, NO_2, PM_{10}, and $PM_{2.5}$ was obtained from SCAQMD Air Quality Data Tables.
Source: (Urban Crossroads, 2022a, Table 2-4)

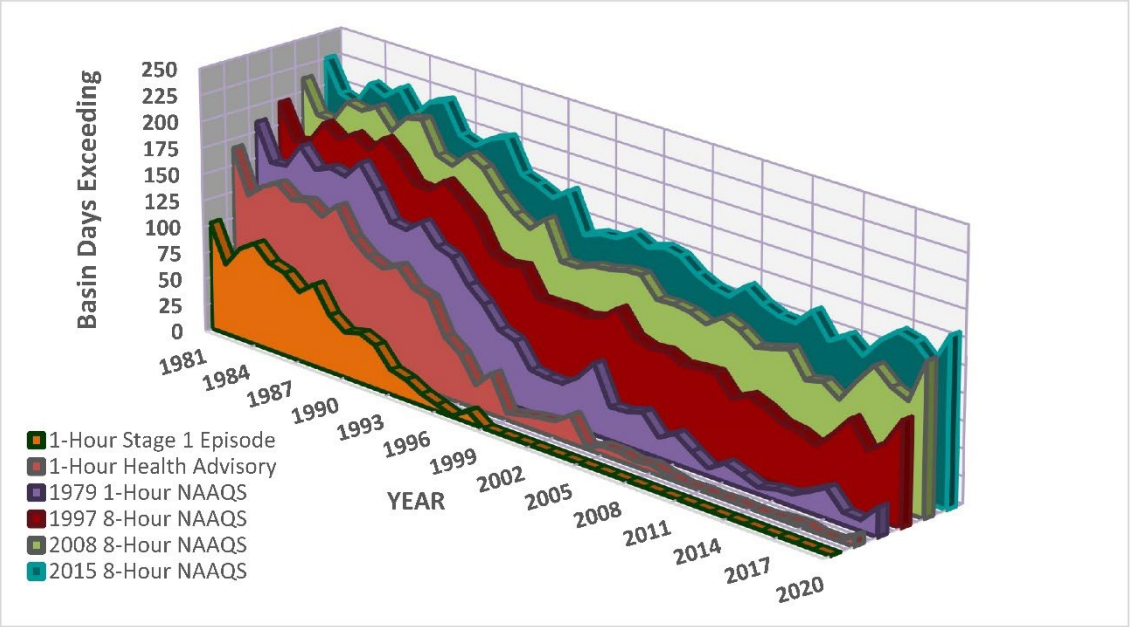
E. *Regional Air Quality Improvement*

The Project site is within the jurisdiction of the SCAQMD. SCAQMD develops comprehensive plans and regulatory programs for the region to attain federal standards by dates specified in federal law. The agency is also responsible for meeting State standards by the earliest date achievable, using reasonably available control measures. SCAQMD rule development through the 1970s and 1980s resulted in dramatic improvement in SCAB air quality. Nearly all control programs developed through the early 1990s relied on (i) the development and application of cleaner technology; (ii) add-on emission

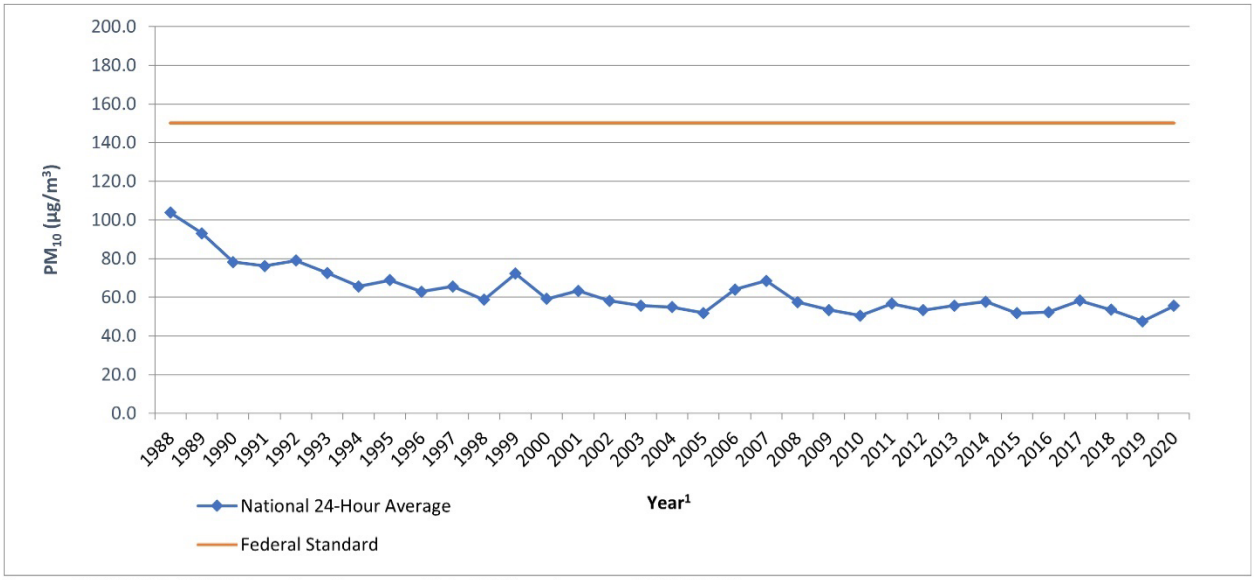
controls, and (iii) uniform California Environmental Quality Act (CEQA) review throughout the SCAB. Industrial emission sources have been significantly reduced by this approach and vehicular emissions have been reduced by technologies implemented at the State level by CARB.

Emissions of O_3, NO_X, PM, VOC, and CO have been decreasing in the SCAB since 1975 and are projected to continue to decrease beyond 2020 as shown in the images below produced by CARB and the SCAQMD.

SCAB O_3 Trend

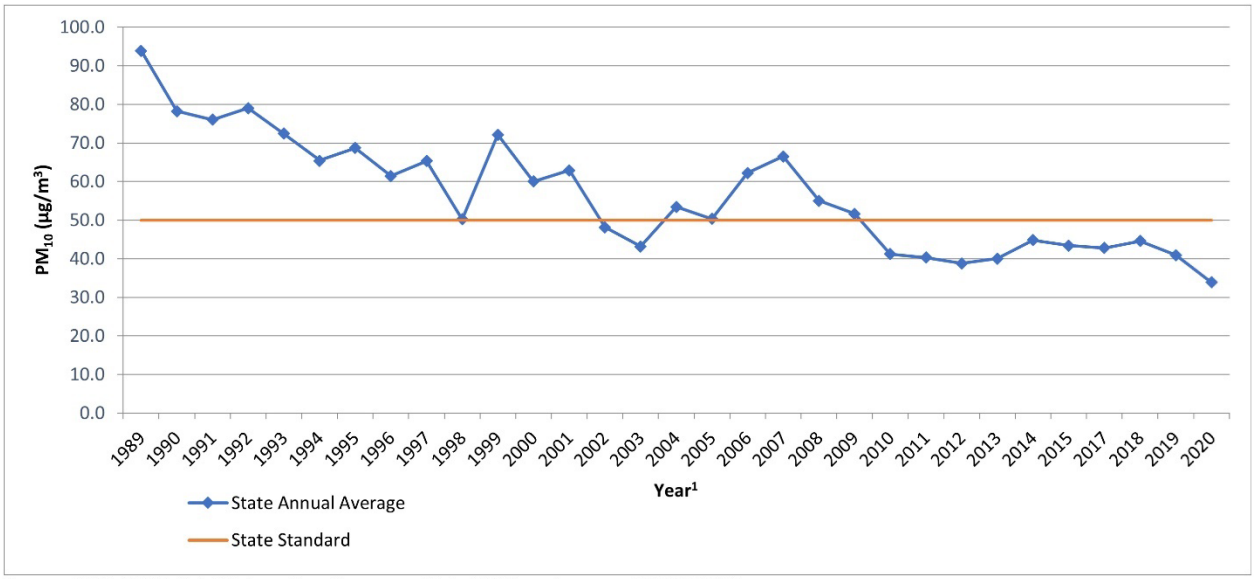


SCAB Average 24-Hour Concentration PM_{10} Trend (Based on Federal Standard)



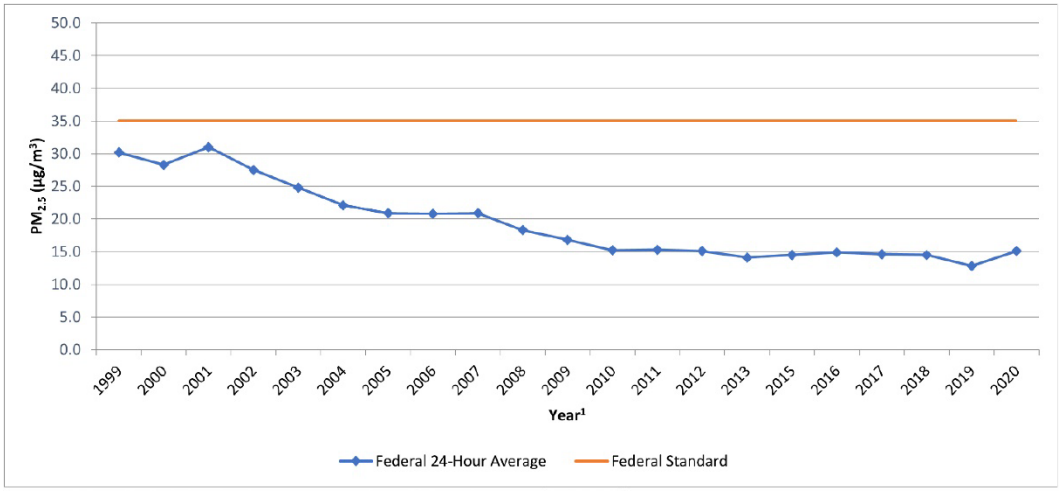
Source: 2020 CARB, iADAM: Top Four Summary: PM_{10} 24-Hour Averages (1988-2020)
[1] Some years have been omitted from the table as insufficient data (or no) data has been reported. Years with reported value of "0" have also been omitted.

SCAB Annual Average Concentration PM_{10} Trend (Based on State Standard)



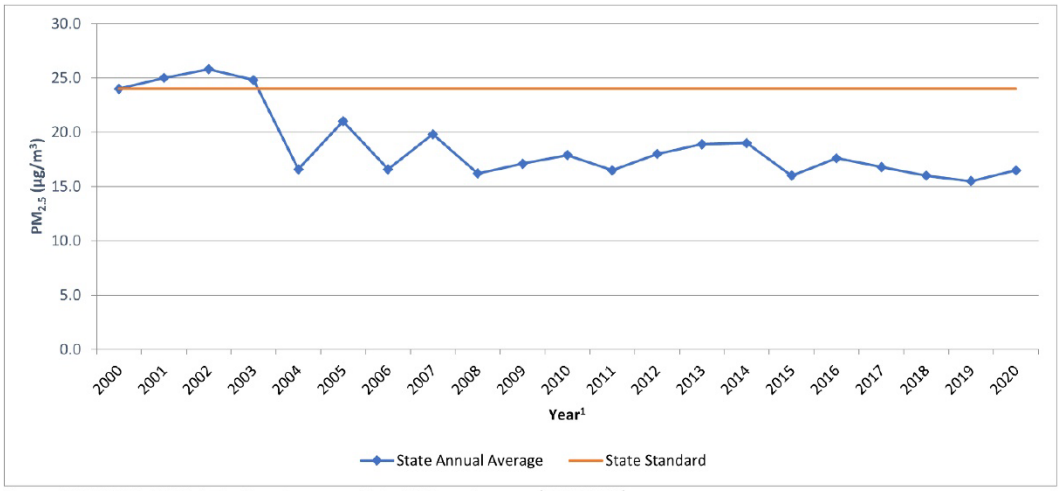
Source: 2020 CARB, iADAM: Top Four Summary: PM_{10} 24-Hour Averages (1988-2020)
[1] Some years have been omitted from the table as insufficient data (or no) data has been reported. Years with reported value of "0" have also been omitted.

SCAB 24-Hour Average Concentration $PM_{2.5}$ Trend (Based on Federal Standard)



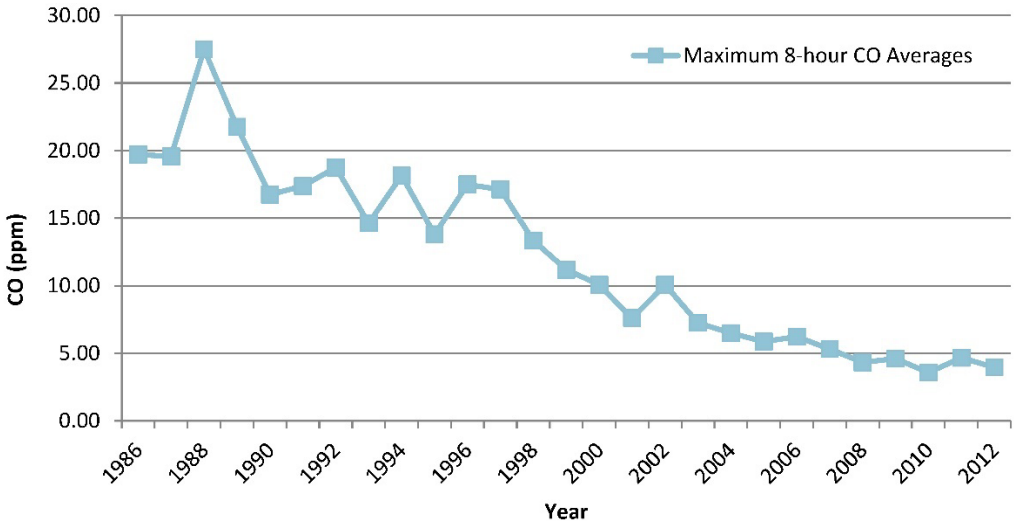
Source: 2020 CARB, iADAM: Top Four Summary: $PM_{2.5}$ 24-Hour Averages (1999-2020)
[1] Some years have been omitted from the table as insufficient data (or no) data has been reported. Years with reported value of "0" have also been omitted.

SCAB 24-Hour Average Concentration $PM_{2.5}$ Trend (Based on State Standard)



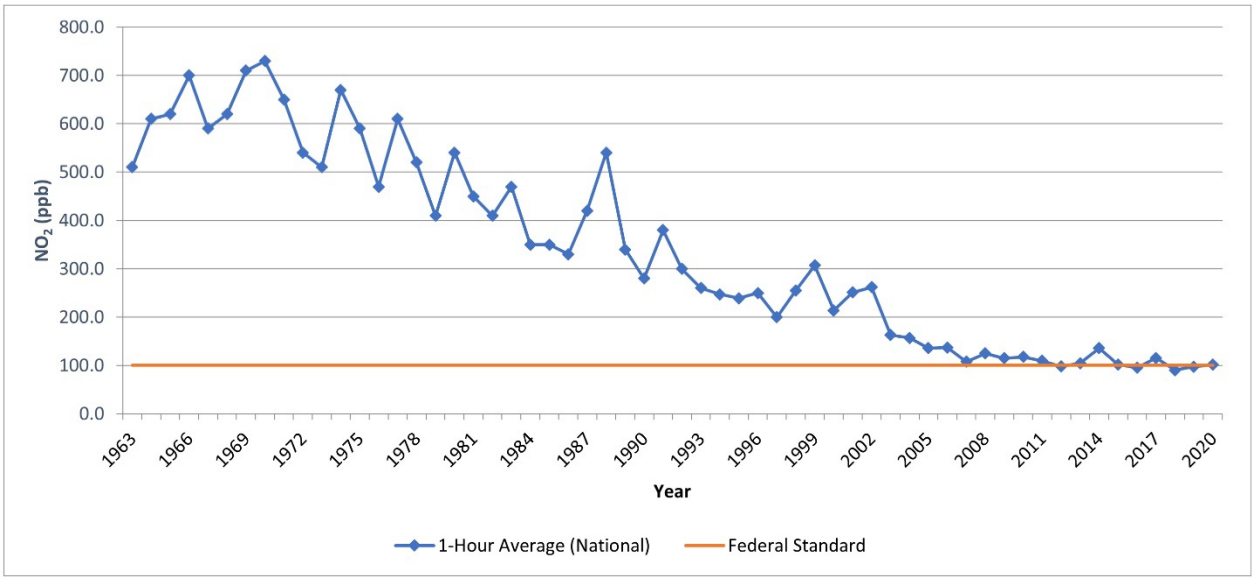
Source: 2020 CARB, iADAM: Top Four Summary: $PM_{2.5}$ 24-Hour Averages (1999-2020)
[1] Some years have been omitted from the table as insufficient data (or no) data has been reported. Years with reported value of "0" have also been omitted.

SCAB 8-Hour Average Concentration CO Trend

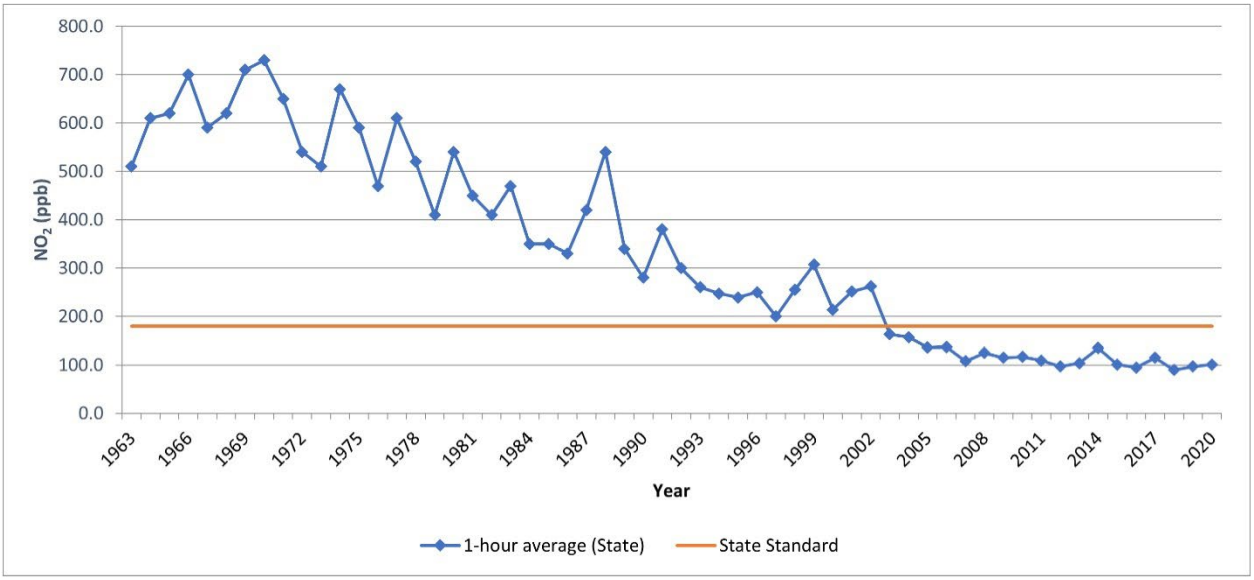


Source: 2020 CARB, iADAM: Top Four Summary: CO 8-Hour Averages (1986-2012)
[1] The most recent year where 8-hour concentration data is available is 2012.

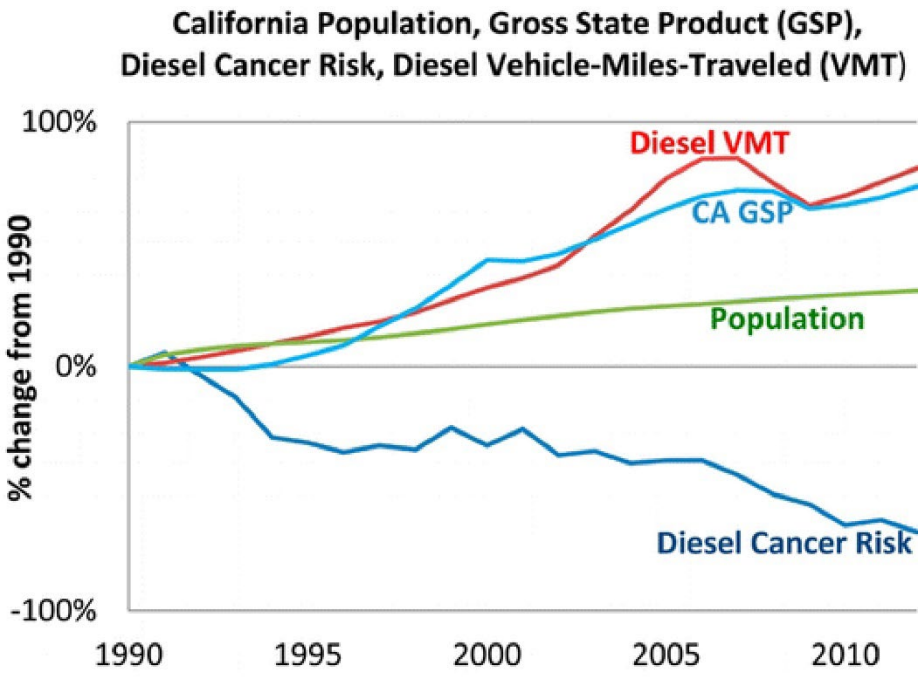
SCAB 1-Hour Average NO_2 Concentration Trend (Based on Federal Standard)



SCAB 1-Hour Average NO_2 Concentration Trend (Based on State Standard)



DPM and Diesel Vehicle Miles Trend



3. *Project Site Air Quality*

The Project Site is currently occupied and operating as a grain processing company and a corn storage and distribution facility. The estimated operation-source air pollutant emissions from existing uses on the Project Site are summarized on Table 4.2-4, *Existing Project Site Operation-Source Emissions*. Detailed operation model outputs are presented in Appendix 3.3 of the Project's AQIA contained as *Technical Appendix B1* to this EIR. (Urban Crossroads, 2022a, p. 28)

Table 4.2-4 Existing Project Site Operation-Source Emissions

Source	Emissions (lbs/day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Summer						
Mobile Source	1.03	9.24	15.78	0.08	2.04	0.53
Area Source	1.30	0.02	1.82	0.00	0.00	0.00
Energy Source	0.02	0.43	0.36	0.00	0.03	0.03
Total Maximum Daily Emissions	**2.35**	**9.69**	**17.96**	**0.08**	**2.07**	**0.56**
Winter						
Mobile Source	0.97	9.68	13.68	0.08	2.04	0.53
Area Source	1.00	0.00	0.00	0.00	0.00	0.00
Energy Source	0.02	0.43	0.36	0.00	0.03	0.03
Total Maximum Daily Emissions	**1.99**	**10.11**	**14.04**	**0.08**	**2.07**	**0.56**

Source: (Urban Crossroads, 2022a, Table 3-1)

4.2.2 Regulatory Setting

The following is a brief description of the federal, State, and local environmental laws and related regulations governing air quality emissions.

A. *Federal Plans, Policies, and Regulations*

1. *Federal Clean Air Act*

The Clean Air Act (CAA; 42 U.S.C. § 7401 et seq.) is the comprehensive federal law that regulates air emissions from stationary and mobile sources. Among other things, this law authorizes Environmental Protection Agency (EPA) to establish National Ambient Air Quality Standards (NAAQS) to protect public health and public welfare and to regulate emissions of hazardous air pollutants, which include O_3, CO, NO_x, SO_2, PM_{10}, $PM_{2.5}$, and Pb. (EPA, 2020a)

One of the goals of the CAA was to set and achieve NAAQS in every state by 1975 in order to address the public health and welfare risks posed by certain widespread air pollutants. The setting of these pollutant standards was coupled with directing the states to develop state implementation plans (SIPs),

applicable to appropriate industrial sources in the state, in order to achieve these standards. The CAA was amended in 1977 and 1990 primarily to set new goals (dates) for achieving attainment of NAAQS since many areas of the country had failed to meet the deadlines. (EPA, 2020a)

The sections of the federal CAA most directly applicable to the development of the Project Site include Title I (Non-Attainment Provisions) and Title II (Mobile Source Provisions). Title I provisions address the urban air pollution problems of O_3 (smog), CO, and PM_{10}. Specifically, it clarifies how areas are designated and re-designated "attainment." It also allows EPA to define the boundaries of "nonattainment" areas: geographical areas whose air quality does not meet Federal air quality standards designed to protect public health. (EPA, 2020b) Mobile source emissions are regulated in accordance with the CAA Title II provisions. These standards are intended to reduce tailpipe emissions of hydrocarbons, CO, and NO_X on a phased-in basis that began in model year 1994. Automobile manufacturers also are required to reduce vehicle emissions resulting from the evaporation of gasoline during refueling. These provisions further require the use of cleaner burning gasoline and other cleaner burning fuels such as methanol and natural gas. (EPA, 2020c)

Section 112 of the Clean Air Act addresses emissions of hazardous air pollutants. Prior to 1990, CAA established a risk-based program under which only a few standards were developed. The 1990 Clean Air Act Amendments revised Section 112 to first require issuance of technology-based standards for major sources and certain area sources. "Major sources" are defined as a stationary source or group of stationary sources that emit or have the potential to emit 10 tons per year or more of a hazardous air pollutant or 25 tons per year or more of a combination of hazardous air pollutants. An "area source" is any stationary source that is not a major source. (EPA, 2020a)

For major sources, Section 112 requires that EPA establish emission standards that require the maximum degree of reduction in emissions of hazardous air pollutants. These emission standards are commonly referred to as "maximum achievable control technology" or "MACT" standards. Eight years after the technology-based MACT standards are issued for a source category, EPA is required to review those standards to determine whether any residual risk exists for that source category and, if necessary, revise the standards to address such risk. (EPA, 2020a)

2. SmartWay Program

The US EPA's SmartWay Program is a voluntary public-private program developed in 2004, which 1) provides a comprehensive and well-recognized system for tracking, documenting and sharing information about fuel use and freight emissions across supply chains; 2) helps companies identify and select more efficient freight carriers, transport modes, equipment, and operational strategies to improve supply chain sustainability and lower costs from goods movement; 3) supports global energy security and offsets environmental risk for companies and countries; and 4) reduces freight transportation-related emissions by accelerating the use of advanced fuel-saving technologies (EPA, 2021a). This program is supported by major transportation industry associations, environmental groups, State and local governments, international agencies, and the corporate community.

B. State Plans, Policies, and Regulations

1. California Clean Air Act (CCAA)

The California Clean Air Act (CCAA) establishes numerous requirements for district plans to attain state ambient air quality standards for criteria air contaminants. The CCAA mandates achievement of the maximum degree of emissions reductions possible from vehicular and other mobile sources in order to attain the State's ambient air quality standards, the CAAQS, by the earliest practical date. The CARB established the CAAQS for all pollutants for which the federal government has NAAQS and, in addition, established standards for sulfates, visibility, hydrogen sulfide, and vinyl chloride. Generally, the CAAQS are more stringent than the NAAQS. For districts with serious air pollution, its attainment plan should include the following: no net increase in emissions from new and modified stationary sources; and best available retrofit technology for existing sources. (SCAQMD, n.d.)

2. Air Toxic Hot Spots Act

The Air Toxic "Hot Spots" Information and Assessment Act of 1987, commonly known as AB 2588, (Health & Safety Code Section 44300, et seq.) requires facilities emitting specified quantities of pollutants to conduct risk assessments describing the health impacts to neighboring communities created by their emissions of numerous specified hazardous compounds. If the district determines the health impact to be significant, neighbors must be notified. In addition, state law requires the facility to develop and implement a plan to reduce the health impacts to below significance, generally within 5 years. Additional control requirements for hazardous emissions from specific industries are established by the state and enforced by districts. (SCAQMD, n.d.)

3. Air Quality Management Planning

The CARB and local air districts throughout the State are responsible for developing clean air plans to demonstrate how and when California will attain air quality standards established under both the CAA and CCAA. For the areas within California that have not attained air quality standards, CARB works with local air districts to develop and implement State and local attainment plans. In general, attainment plans contain a discussion of ambient air quality data and trends; a baseline emissions inventory; future year projections of emissions, which account for growth projections and already adopted control measures; a comprehensive control strategy of additional measures needed to reach attainment; an attainment demonstration, which generally involves complex modeling; and contingency measures. Plans may also include interim milestones for progress toward attainment. Air quality planning activities undertaken by CARB also include the development of policies, guidance, and regulations related to State and federal ambient air quality standards; coordination with local agencies on transportation plans and strategies; and providing assistance to local districts and transportation agencies. (CARB, 2012)

4. Truck & Bus Regulation

Under the Truck and Bus Regulation, adopted by CARB in 2008, all diesel truck fleets operating in California are required to adhere to an aggressive schedule for upgrading and replacing heavy-duty

truck engines. Older, more polluting trucks are required to be replaced first, while trucks that already have relatively clean engines are not required to be replaced until later. Pursuant to the Truck and Bus Regulation, all pre-1994 heavy trucks (trucks with a gross vehicle weight rating greater than 26,000 pounds) were removed from service on California roads by 2015. Between 2015 and 2020, pre-2000 heavy trucks were equipped with PM filters and upgraded or replaced with an engine that meets 2010 emissions standards. The upgrades/replacements occurred on a rolling basis based on model year. By 2023, all heavy trucks operating on California roads must have engines that meet 2010 emissions standards. Lighter trucks (those with a gross vehicle weight rating of 14,001 to 26,000 pounds) adhered to a similar schedule, and were all replaced by 2020. (CARB, n.d.)

5. Advanced Clean Truck Regulation

In June, 2020, CARB adopted a new Rule requiring truck manufacturers to transition from diesel trucks and vans to electric zero-emission trucks beginning in 2024. By 2045, every new truck sold in California will be required to be zero-emission. Manufacturers who certify Class 2b-8 chassis or complete vehicles with combustion engines would be required to sell zero-emission trucks as an increasing percentage of their annual California sales from 2024 to 2035. By 2035, zero-emission truck/chassis sales would need to be 55% of Class 2b – 3 truck sales, 75% of Class 4 – 8 straight truck sales, and 40% of truck tractor sales. CARB reports that as of 2020, most commercially-available models of zero-emission vans, trucks and buses operate less than 100 miles per day. Commercial availability of electric-powered long-haul trucks is very limited; however, as technology advances over the next 20 years, zero-emission trucks will become suitable for more applications, and several truck manufacturers have announced plans to introduce market ready zero-emission trucks in the future. (CARB, 2021)

6. California Air Resources Board Rules

The CARB enforces rules related to air pollutant emissions in the State of California. Rules with applicability to the Project include, but are not limited to, those listed below.

- CARB Rule 2485 (13 CCR 2485): Airborne Toxic Control Measure to Limit Diesel-Fuel Commercial Vehicle Idling, which limits nonessential idling to five minutes or less for commercial trucks.
- CARB Rule 2449 (13 CCR 2449): In-Use Off-Road Diesel Idling Restricts, which limits nonessential idling to five minutes or less for diesel-powered off-road equipment.

C. Local Plans, Policies, and Regulations

1. SCAQMD Air Quality Management Plan

Under existing conditions, the NAAQS and CAAQS are exceeded in most parts of the SCAB. In response, and in conformance with California Health & Safety Code Section 40702 *et seq.* and the California CAA, the SCAQMD adopted an AQMP to plan for the improvement of regional air quality. AQMPs are updated regularly in order to more effectively reduce emissions and accommodate growth.

Each version of the plan is an update of the previous plan and has a 20-year horizon with a revised baseline. The SCAQMD's most recent iteration of the AQMP was adopted in March 2017 (SCAQMD, 2017a). The 2022 AQMP is currently being developed by SCAQMD to address the EPA's strengthened ozone standard. Development of the 2022 AQMP is in its early stages and no formal timeline for completion and adoption is currently known.

2. SCAQMD Rules

The SCAQMD enforces rules related to air pollutant emissions in the SCAB. Rules with applicability to the Project include, but are not limited to, those listed below.

- SCAQMD Rule 402 (Nuisance Odors): Prohibits the discharge of air contaminants that cause nuisance or annoyance to any considerable number of persons or to the public

- SCAQMD Rule 403 (Fugitive Dust): Requires the implementation of best available dust control measures (BACMs) during activities capable of generating fugitive dust. Rule 403 also requires activities defined as "large operations" to notify the SCAQMD by submitting specific forms; a large operation is defined as any active operation on property containing 50 or more acres of disturbed surface area; or any earth moving operation with a daily earth-moving or throughput volume of 3,850 cubic meters (5,000 cubic yards), three times during the most recent 365-day period.

- SCAQMD Rule 431.2 (Low Sulfur Fuel): Requires the use of diesel fuels that adhere to sulfur content limits.

- SCAQMD Rule 1108 (Cutback Asphalt): Prohibits the use of asphalt that exceeds a specified percentage of VOCs.

- SCAQMD Rule 1113 (Architectural Coatings): Requires all buildings within the SCAQMD to adhere to the VOC limits for architectural coatings.

- SCAQMD Rule 1186 (PM10 Emissions from Paved and Unpaved Roads, and Livestock Operations): Requires the use of street sweepers that meet minimum standards for cleaning capabilities.

- SCAQMD Rule 1301 (General): Provides pre-construction review requirements to ensure that new or relocated facilities do not interfere with progress in attainment of the NAAQS. Rule 1301 also limits emission increase of ammonia and ozone depleting compounds from new, modified, or relocated facilities by requiring the use of Best Available Control Technology (BACT).

- SCAQMD Rule 1401 (New Source Review of Toxic Air Contaminants): Prohibits a person from discharging into the atmosphere from any single source of emission whatsoever any

air contaminant for a period or periods aggregating more than three minutes in any 1 hour that is as dark or darker in shade as that designated No. 1 on the Ringelmann Chart, as published by the United States Bureau of Mines.

- SCAQMD Rule 2305 (Warehouse Indirect Source Rule): Requires all operators of warehouses greater than or equal to 100,000 s.f. of indoor floor space to implement measures that reduce nitrogen oxides and particulate matter emissions and/or pay a fee to fund programs to improve regional air quality.

4.2.2 Methodology for Calculating Project-Related Air Quality Impacts

The California Emissions Estimator Model (CalEEMod), version 2022.1, was used to calculate all Project-related air pollutant emissions (with the exception of localized emissions and diesel particulate matter emissions from Project operations, refer to Subsection 4.2.3B, below). The CalEEMod is a Statewide land use emission computer model developed for the California Air Pollution Control Officers Association (CAPCOA) in collaboration with the California Air Districts, including the SCAQMD, that provides a uniform platform to quantify potential criteria pollutant emissions associated with construction and operation of land development projects.

A. Project Construction Emissions

The Project's construction period will last approximately 12 months and will include 6 activity phases: 1) demolition/crushing; 2) site preparation; 3) grading; 4) building construction; 5) paving; and 6) architectural coating/landscaping. For purposes of the air quality analysis, the Project's construction activities are assumed to occur between May 2023 and April 2024. This assumption represents a conservative analysis scenario because, should construction occur later than the dates assumed in the analysis, construction equipment emissions would be the same or more likely lower than presented because emission regulations are becoming more stringent over time and the retirement of older (higher-polluting) equipment and replacement with newer (less-polluting) pieces of equipment is constantly happening in response to State regulations or service needs. The air quality analysis model utilizes the durations of each construction activity phase and the construction equipment fleet previously presented in EIR Section 3.0, *Project Description*. The analysis assumptions for Project construction are based on information provided by the Project Applicant and the experience and technical expertise of the Project's air quality technical expert (Urban Crossroads).

Refer to Section 4.4 of the Project's AQIA for more detail on the methodology utilized to calculate the Project's construction-related regional pollutant emissions.

B. Project Operational Emissions

The Project's operational-related regional pollutant emissions analysis quantifies air pollutant emissions from area source emissions, energy source emissions, mobile source emissions, transportation refrigeration units (TRU) emissions, on-site cargo handling equipment emissions, and stationary source emissions. (Urban Crossroads, 2022a, p. 35)

1. Area Source Emissions

Area source emissions associated with the Project would occur as a result of architectural coatings, consumer products, and landscape maintenance equipment, as follows:

Architectural Coatings

Over a period of time the building that is part of this Project would require maintenance and would therefore produce emissions resulting from the evaporation of solvents contained in paints, varnishes, primers, and other surface coatings. The emissions associated with architectural coatings were calculated using CalEEMod. (Urban Crossroads, 2022a, p. 35)

Consumer Products

Consumer products include, but are not limited to detergents, cleaning compounds, polishes, personal care products, and lawn and garden products. Many of these products contain organic compounds which when released in the atmosphere can react to form ozone and other photochemically reactive pollutants. The emissions associated with use of consumer products were calculated based on defaults provided within CalEEMod. (Urban Crossroads, 2022a, p. 35)

Landscape Maintenance Equipment

Landscape maintenance equipment would generate emissions from fuel combustion and evaporation of unburned fuel. Equipment in this category would include lawnmowers, shedders/grinders, blowers, trimmers, chain saws, and hedge trimmers used to maintain the landscaping of the Project. On October 9, 2021, the Governor signed AB 1346 to ban the sale of new gasoline-powered equipment under 25 gross horsepower (known as small off-road engines (SOREs)) by 2024. For purposes of analysis, the emissions associated with landscape maintenance equipment were calculated based on assumptions provided in CalEEMod. (Urban Crossroads, 2022a, p. 36)

2. Energy Source Emissions

Electricity and natural gas are used by almost every project. Criteria pollutant emissions are emitted through the generation of electricity and consumption of natural gas. However, because electrical generating facilities for the Project area are located either outside the region (state) or offset through the use of pollution credits) for generation within the SCAB, criteria pollutant emissions from offsite generation of electricity are generally excluded from the evaluation of significance and only natural gas use is considered. The emissions associated with natural gas use were calculated using CalEEMod. (Urban Crossroads, 2022a, p. 36)

3. Mobile Source Emissions

Project operational vehicular impacts derive primarily from vehicle trips generated by the Project, including employee trips to and from the Site and truck trips associated with the proposed uses. It should be noted that CalEEMod has different trip rates for different days of the week. In order to accurately determine mobile-source emission from vehicle activity generated by the proposed Project, the CalEEMod default trip rates were adjusted for weekday, Saturday, and Sunday utilizing the trip

rates based on trip-generation statistics published in the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition, 2021). (Urban Crossroads, 2022a, p. 36)

In order to determine emissions from passenger car vehicles, CalEEMod defaults for trip length and trip purpose were utilized. Default vehicle trip lengths for primary trips will be populated using data from the local metropolitan planning organizations/Regional Transportation Planning Agencies (MPO/RTPA). Trip type percentages and trip lengths provided by MPO/RTPAs truncate data at their demonstrative borders. This analysis assumes that passenger cars include Light-Duty-Auto vehicles (LDA), Light-Duty-Trucks (LDT1[1] & LDT2[2]), Medium-Duty-Vehicles (MDV), and Motorcycles (MCY) vehicle types. (Urban Crossroads, 2022a, p. 37)

To determine emissions from trucks trip generation associated with the proposed Project, the analysis incorporated the SCAQMD recommended truck trip length of 15.3 miles for 2-axle (LHDT1, LHDT2), 14.2 miles for 3-axle (MHDT) trucks, and 40 miles for 4+-axle (HHDT) trucks and weighting the average trip lengths using traffic trip percentages. The trip length function for the general light industrial use has been revised to 30.58 miles and 28.62 miles for the high-cube cold storage and warehouse uses, respectively, an assumption of 100% primary trips for the proposed Project. Trucks are broken down by truck type. The truck fleet mix is estimated by rationing the trip rates for each truck type based on information provided by the SCAQMD recommended truck mix, by axle type. Heavy trucks are broken down by truck type (or axle type) and are categorized as either Light-Heavy-Duty Trucks (LHDT1[3] & LHDT2[4])/2-axle, Medium-Heavy-Duty Trucks (MHDT)/3-axle, and Heavy-Heavy-Duty Trucks (HHDT)/4+-axle. (Urban Crossroads, 2022a, p. 37)

Vehicles traveling on paved roads would be a source of fugitive emissions due to the generation of road dust inclusive of break and tire wear particulates. The emissions estimate for travel on paved roads were calculated using CalEEMod. (Urban Crossroads, 2022a, p. 38)

4. TRU Source Emissions

In order to account for the possibility of refrigerated uses, trucks associated with the cold-storage land use are assumed to also have TRUs. Therefore, for modeling purposes, 11 trucks (22 truck trips per day) have the potential to include TRUs. TRUs are accounted for during on-site and off-site travel. The TRU calculations are based on EMissions FACtor Model version 2021 (EMFAC2021), developed by the CARB. EMFAC2021 does not provide emission rates per hour or mile as with the on-road emission model and only provides emission inventories. Emission results are produced in tons per day while all activity, fuel consumption and horsepower hours were reported at annual levels. The emission inventory is based on specific assumptions including the average horsepower rating of specific types of equipment and the hours of operation annually. These assumptions are not always consistent with

[1] Vehicles under the LDT1 category have a gross vehicle weight rating (GVWR) of less than 6,000 lbs. and equivalent test weight (ETW) of less than or equal to 3,750 lbs.

[2] Vehicles under the LDT2 category have a GVWR of less than 6,000 lbs. and ETW between 3,751 lbs. and 5,750 lbs.

[3] Vehicles under the LHDT1 category have a GVWR of 8,501 to 10,000 lbs.

[4] Vehicles under the LHDT2 category have a GVWR of 10,001 to 14,000 lbs.

assumptions used in the modeling of project level emissions. Therefore, the emissions inventory was converted into emission rates to accurately calculate emissions from TRU operation associated with project level details. This was accomplished by converting the annual horsepower hours to daily operational characteristics and converting the daily emission levels into hourly emission rates based on the total emission of each criteria pollutant by equipment type and the average daily hours of operation. (Urban Crossroads, 2022a, p. 38)

5. On-site Cargo Handling Equipment Source Emissions

It is common for warehouse buildings to require the operation of exterior cargo handling equipment in the building's truck court areas. For this Project, on-site modeled operational equipment includes 1 175-horsepower (hp), natural gas-powered cargo handling equipment – port tractor operating 4 hours a day[5] for 365 days of the year. (Urban Crossroads, 2022a, p. 38)

C. Localized Pollutant Emissions

Localized emissions associated with Project-related construction and operational activities were calculated and evaluated in accordance with SCAQMD's Final Localized Significance Threshold Methodology ("Methodology"). The SCAQMD has established that impacts to air quality are significant if there is a potential to contribute or cause localized exceedances of the NAAQS and CAAQS. Collectively, these are referred to as Localized Significance Thresholds (LSTs).

For this Project, the appropriate SRA for the LST analysis is the SCAQMD I-10 Near Road (SRA 33). LSTs apply to CO, NO_2, PM_{10}, and $PM_{2.5}$. The SCAQMD produced look-up tables for projects less than or equal to 5 acres in size. In order to determine the appropriate methodology for determining localized impacts that could occur as a result of Project-related construction, the following process is undertaken:

- Identify the maximum daily on-site emissions that would occur during construction activity:
    - The maximum daily on-site emissions could be based on information provided by the Project Applicant; or
    - The SCAQMD's *Fact Sheet for Applying CalEEMod to Localized Significance Thresholds* and CalEEMod User's Guide *Appendix A: Calculation Details for CalEEMod* can be used to determine the maximum site acreage that is actively disturbed based on the construction equipment fleet and equipment hours as estimated in CalEEMod.

[5] Based on Table II-3, Port and Rail Cargo Handling Equipment Demographics by Type, from CARB's Technology Assessment: Mobile Cargo Handling Equipment document, a single piece of equipment could operate up to 2 hours per day (Total Average Annual Activity divided by Total Number Pieces of Equipment). As such, the analysis conservatively assumes that the tractor/loader/backhoe would operate up to 4 hours per day.

- If the total acreage disturbed is less than or equal to 5 acres per day, then the SCAQMD's screening look-up tables are utilized to determine if a Project has the potential to result in a significant impact. The look-up tables establish a maximum daily emissions threshold in lbs/day that can be compared to CalEEMod outputs.

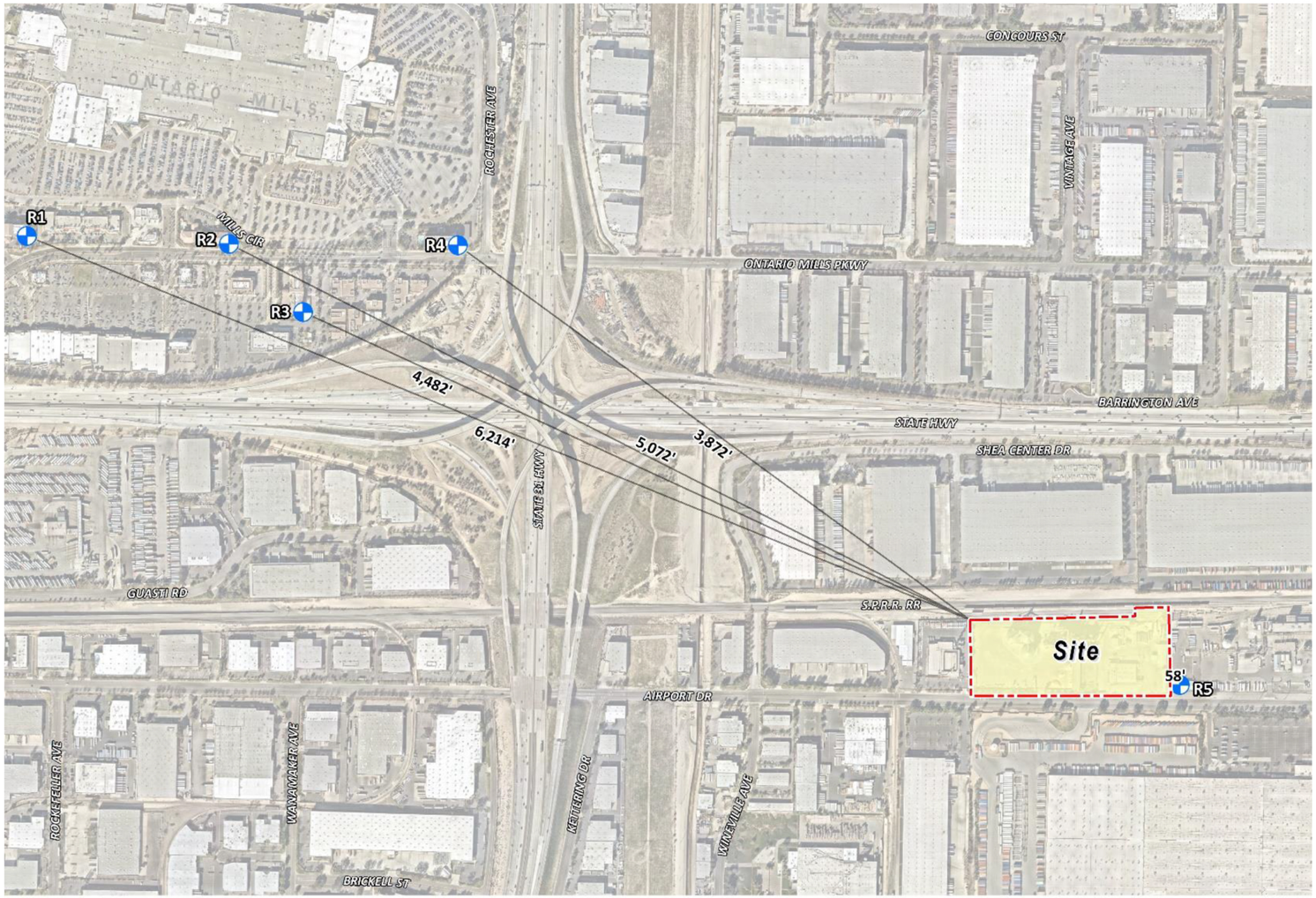
- If the total acreage disturbed is greater than 5 acres per day, then LST impacts may still be conservatively evaluated using the LST look-up tables for a 5-acre disturbance area. Use of the 5-acre disturbance area thresholds can be used to show that even if the daily emissions from all construction activity were emitted within a 5-acre area, and therefore concentrated over a smaller area which would result in greater site adjacent concentrations, the impacts would still be less than significant if the applicable 5-acre thresholds are utilized.

- The *LST Methodology* presents mass emission rates for each SRA, project sizes of 1, 2, and 5 acres, and nearest receptor distances of 25, 50, 100, 200, and 500 meters. For project sizes between the values given, or with receptors at distances between the given receptors, the methodology uses linear interpolation to determine the thresholds. (Urban Crossroads, 2022a, pp. 40-41)

Based on SCAQMD's LST Methodology, emissions for concern during construction activities are on-site NO_X, CO, $PM_{2.5}$, and PM_{10}. The LST Methodology clearly states that "off-site mobile emissions from the Project should not be included in the emissions compared to LSTs. As such, for purposes of the construction LST analysis, only emissions included in the CalEEMod "on-site" emissions outputs were considered. Detailed information about application of this methodology can be found in Section 4.6 of the Project's AQIA.

1. Project-Related Sensitive Receptors Relative to Construction and Operational Activities

Some people are especially sensitive to air pollution and are given special consideration when evaluating air quality impacts from projects. These groups of people include children, the elderly and individuals with pre-existing respiratory or cardiovascular illness. Structures that house these persons or places where they gather are defined as "sensitive receptors. These structures typically include uses such as residences, schools, and hospitals or other health care facilities where an individual can remain for 24 hours. Although hotel uses are generally not considered sensitive receptors since occupants are transient and temporary, for the purpose of a conservative analysis, hotels are considered sensitive receptors in the analyses for this Project. Sensitive receptors in the Project study area and the nearest worker receptor relative to construction and operational activities are described below and shown on Figure 4.2-1, *Sensitive Receptor Locations*. Localized air quality impacts were evaluated at receptor land uses nearest the Project Site. 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. (Urban Crossroads, 2022a, p. 42)



Source(s): Urban Crossroads (08-23-2022)

Figure 4.2-1

Not to Scale

Sensitive Receptor Locations

R1: Location R1 represents the Ayres Hotel Ontario Mills Mall at 4395 Ontario Mills Parkway, approximately 6,214 feet northwest of the Project Site. Since there are no private outdoor living areas (backyards) facing the Project Site, receptor R1 is placed at the building façade.

R2: Location R2 represents the Hampton Inn & Suites Ontario at 4500 Ontario Mills Parkway, approximately 5,072 feet northwest of the Project Site. Since there are no private outdoor living areas (backyards) facing the Project Site, receptor R2 is placed at the building façade.

R3: Location R3 represents the Country Inn & Suites by Radisson, Ontario at Ontario Mills at 4674 Ontario Mills Parkway, approximately 4,482 feet northwest 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 Hyatt Place Ontario/Rancho Cucamonga at 4760 Mills Circle, approximately 3,872 feet northwest 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 nearest off-site worker location, which is at the Linde Industrial Gas Supplier facility at 5735 East Airport Drive, approximately 58 feet east of the Project Site. (Urban Crossroads, 2022a, p. 43)

D. Heath Risk Assessment Methodology

The Health Risk Assessment (HRA) was prepared based on SCAQMD guidelines to produce conservative estimates of human health risk posed by exposure to DPM. Emissions calculations for the construction HRA component are based on an assumed mix of construction equipment and hauling activity as presented in the Project's AQIA. Vehicle DPM emissions were calculated using emission factors for particulate matter less than 10µm in diameter (PM10) generated with the 2021 version of the EMFAC model developed by the CARB. Emission factors calculated using EMFAC 2021 are expressed in units of grams per vehicle miles traveled (g/VMT) or grams per idle-hour (g/idle-hr), depending on the emission process. For the proposed Project, annual average PM_{10} emission factors were generated by running EMFAC 2021 in EMFAC Mode for vehicles in the San Bernardino County jurisdiction. The EMFAC Mode generates emission factors in terms of grams of pollutant emitted per vehicle activity and can calculate a matrix of emission factors at specific values of temperature, relative humidity, and vehicle speed. The model was run for speeds traveled in the vicinity of the Project. (Urban Crossroads, 2022b)

The potential health risks of Project-related DPM emissions were quantified in accordance with the guidelines in the SCAQMD's *Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*. For purposes of this analysis,

the Lakes AERMOD View (Version 10.2.1) was used to calculate annual average particulate concentrations associated with site operations. Refer to Section 2 of the Project's HRA (*Technical Appendix B2*) for a detailed description of HRA methodologies and for the model inputs and equations used in the estimation of the Project-related DPM emissions.

The modeling domain is limited to the Project's primary truck route and includes off-site sources in the study area for more than ¾ mile. This modeling domain is more inclusive and conservative than using only a ¼ mile modeling domain which is the distance supported by several reputable studies which conclude that the greatest potential risks occur within a ¼ mile of the primary source of emissions (in the case of the Project, the primary source of emissions is the on-site idling and travel). (Urban Crossroads, 2022b)

4.2.3 Basis for Determining Significance

According to Section III of Appendix G to the CEQA Guidelines, the proposed Project would result in a significant impact to air quality if the Project or any Project-related component would (OPR, 2019):

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?*

The Project would result in a significant impact under Threshold "a" if the Project were determined to conflict with the SCAQMD *2016 AQMP*. Pursuant to Chapter 12, Sections 12.2 and 12.3, of the SCAQMD *CEQA Air Quality Handbook*, a project would conflict with the *AQMP* if either of the following conditions were to occur:

- The Project would increase the frequency or severity of existing NAAQS and/or CAAQS violations, cause or contribute to new air quality violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP; or

- The Project would exceed the *2016 AQMP's* future year buildout assumptions. (Urban Crossroads, 2022a, p. 50)

For evaluation under Threshold "b," implementation of the Project would result in a cumulatively-considerable impact if the Project's construction and/or operational activities exceed one or more of

the SCAQMD's "Regional Thresholds" for criteria pollutant emissions, as summarized in Table 4.2-5, *Maximum Daily Regional Emissions Thresholds*.

Table 4.2-5 Maximum Daily Regional Emissions Thresholds

Pollutant	Regional Construction Threshold	Regional Operational 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

lbs/day = Pounds Per Day
Source: (Urban Crossroads, 2022a, Table 3-1)

For evaluation under Threshold "c," the Project would result in a significant impact if any of the following were to occur:

- The Project's localized criteria pollutant emissions would exceed one or more of the "Localized Thresholds" listed in Table 4.2-6, *Maximum Daily Localized Construction Emissions Thresholds*, or Table 4.2-7, *Maximum Daily Localized Operational Emissions Thresholds*.

Table 4.2-6 Maximum Daily Localized Construction Emissions Thresholds

Construction Activity	Construction Localized Thresholds			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Demolition/Crushing	118 lbs/day	863 lbs/day	280 lbs/day	141 lbs/day
Site Preparation	220 lbs/day	1,713 lbs/day	241 lbs/day	160 lbs/day
Grading	237 lbs/day	1,873 lbs/day	268 lbs/day	163 lbs/day

Localized Thresholds presented in this table are based on the SCAQMD Final LST Methodology, July 2008
Source: (Urban Crossroads, 2022a, Table 4-10)

Table 4.2-7 Maximum Daily Localized Operational Emissions Thresholds

Operational Localized Thresholds			
NO_X	**CO**	**PM_{10}**	**$PM_{2.5}$**
270 lbs/day	2,193 lbs/day	78 lbs/day	41 lbs/day

Localized Thresholds presented in this table are based on the SCAQMD Final LST Methodology, July 2008
Source: (Urban Crossroads, 2022a, Table 4-12)

- The Project would cause or contribute to a CO "Hot Spot;" and/or

- The Project's toxic air contaminant emissions, like DPM, would expose sensitive receptor populations to an incremental cancer risk of greater than 10 in one million; and/or result in a non-carcinogenic health risk rating ("Acute Hazard Index") greater than 1.0.

For evaluation under Threshold "d," a significant impact would occur if the Project's construction and/or operational activities result in air emissions leading to an odor nuisance pursuant to SCAQMD Rule 402.

4.2.4 IMPACT ANALYSIS

Threshold a: ***Would the Project conflict with or obstruct implementation of the applicable air quality plan?***

The SCAQMD *2016 AQMP*, which is the applicable air quality plan for the Project area, addresses long-term air quality conditions for the SCAB. The criteria for determining consistency with the *2016 AQMP* are analyzed below.

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

Consistency Criterion No. 1 refers to violations of the NAAQS and CAAQS. Violations of the NAAQS and/or CAAQS would occur if the emissions resulting from the Project were to exceed the SCAQMD's localized emissions thresholds. As disclosed under the analysis for Thresholds "b" and "c" below, Project localized and regional construction and operational-source emissions would not exceed applicable SCAQMD regional significance thresholds and LST thresholds. As such, 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 Air 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.

Peak day 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, development 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, a less than significant impact would result.

The Project is designated for Industrial uses within the Policy Plan. 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 proposed to consist of a single 270,337 s.f. warehouse building. As previously stated, this analysis assumes up to 27,034 s.f. of high-cube cold storage use (10% of the total building s.f.) and 243,303 s.f. of warehouse use (90% of total building) 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, as discussed below, the Project would not result in or cause exceedances of regional or localized air quality significance thresholds. 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.

Conclusion

The Project would not result in or cause NAAQS or CAAQS violations and the Project is consistent with the land use and growth intensities reflected in the adopted City of Ontario Policy Plan. Furthermore, the Project would not exceed any applicable regional or local thresholds. As such, the Project is considered to be consistent with the AQMP and impacts would be less than significant. (Urban Crossroads, 2022a, p. 51)

Threshold b: ***Would the Project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?***

A. Construction Emissions Impact Analysis

The Project's peak construction-related emissions are summarized in Table 4.2-8, *Peak Construction Emissions Summary*. Detailed air model outputs are presented in Appendix 4.1 of the Project's AQIA. As shown in Table 4.2-8, peak construction-related emissions of VOC, NO_X, CO, SO_X, and particulate matter (PM_{10} and $PM_{2.5}$) would not exceed the applicable SCAQMD regional thresholds. Accordingly, the Project's construction activities would not emit substantial concentrations for all pollutants and would not contribute to an existing or projected air quality violation on a cumulatively-considerable basis, and Project construction impacts would be less than significant.

Table 4.2-8 Peak Construction Emissions Summary

Year	Emissions (lbs/day)[1]					
	VOC	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Summer						
2023	1.77	39.60	71.80	0.13	9.9	4.32
2024	47.20	30.20	56.60	0.07	2.58	0.89
Winter						
2023	1.48	21.70	39.80	0.06	1.98	0.65
2024	47.10	30.40	53.50	0.07	2.58	0.89
Maximum Daily Emissions	**47.20**	**39.60**	**71.80**	**0.13**	**9.97**	**4.32**
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**

[1] PM_{10} and $PM_{2.5}$ emissions include fugitive dust from crushing activities.
CalEEMod construction-source (unmitigated) emissions are presented in Appendix 4.1 of the Project's AQIA.
Source: (Urban Crossroads, 2022a, Table 4-5)

B. Operational Emissions Impact Analysis

Peak emissions from Project operations are presented in Table 4.2-9, *Peak Operational Emissions Summary*. Detailed air model outputs for the operational analysis are provided in Appendices 4.2 and 4.3 of the Project's AQIA contained as *Technical Appendix B1* of this EIR. As shown, Project operational emissions of VOCs, NO_X, CO, SO_X, PM_{10} and $PM_{2.5}$ would not exceed SCAQMD regional criteria thresholds. Moreover, existing emissions from operation of the existing uses on the Project Site summarized in Table 4.2-4, *Existing Project Site Operation-Source Emissions*, were subtracted from the Project operational emissions to determine the new emissions from the proposed Project. As summarized in Table 4.2-9, Project operational emissions of VOCs, NO_X, CO, SO_X, PM_{10} and $PM_{2.5}$ would not exceed SCAQMD regional criteria thresholds. Accordingly, the Project would not emit

substantial concentrations of these pollutants during long-term operation and would not contribute to an existing or projected air quality violation. The Project's long-term emissions of VOCs, NO_X, CO, SO_X, PM_{10} and $PM_{2.5}$ would be less than significant.

Table 4.2-9 Peak Operational Emissions Summary

Source	Emissions (lbs/day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Summer						
Mobile Source	1.51	11.90	22.21	0.12	2.84	0.70
Area Source	8.45	0.10	11.80	0.00	0.02	0.02
Energy Source	0.16	2.87	2.41	0.02	0.22	0.22
TRU Source	0.79	0.87	0.10	0.00	0.04	0.03
On-Site Equipment Source	0.12	0.38	16.44	0.00	0.03	0.03
Project Maximum Daily Emissions	**11.02**	**16.12**	**52.96**	**0.14**	**3.15**	**1.00**
Subtraction of Emissions from Existing Uses	*-2.35*	*-9.69*	*-17.96*	*-0.08*	*-2.07*	*-0.56*
Total Maximum Daily Emissions	**8.67**	**6.43**	**35.00**	**0.06**	**1.08**	**0.44**
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**
Winter						
Mobile Source	1.43	12.49	19.13	0.12	2.84	0.70
Area Source	6.52	0.00	0.00	0.00	0.00	0.00
Energy Source	0.16	2.87	2.41	0.02	0.22	0.22
TRU Source	0.79	0.87	0.10	0.00	0.04	0.03
On-Site Equipment Source	0.12	0.38	16.44	0.00	0.03	0.03
Project Maximum Daily Emissions	**9.01**	**16.61**	**38.08**	**0.14**	**3.13**	**0.98**
Subtraction of Emissions from Existing Uses	*-1.99*	*-10.11*	*-14.04*	*-0.08*	*-2.07*	*-0.56*
Total Maximum Daily Emissions	**7.02**	**6.50**	**24.04**	**0.06**	**1.06**	**0.42**
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**

CalEEMod operational-source emissions are presented in Appendices 4.2 and 4.3 of the Project's AQIA.
Source: (Urban Crossroads, 2022a, Table 4-8)

Threshold c: ***Would the Project expose sensitive receptors to substantial pollutant concentrations?***

During both construction and operation, the Project has the potential to expose nearby sensitive receptors to substantial pollutant concentrations. The following provides an analysis based on the applicable LSTs established by the State of California and SCAQMD, an analysis of the Project's potential to result in or contribute to CO "hot spots," and an analysis of the Project's potential to result in cancer risks and non-cancer health hazards.

A. Localized Criteria Pollutant Analysis

1. Construction Analysis

Table 4.2-10, *Localized Construction-Source Emissions Summary*, shows that localized emissions of NO_X, CO, and particulate matter (PM_{10} and $PM_{2.5}$) during Project construction would not exceed applicable SCAQMD thresholds. Accordingly, Project construction would not expose any sensitive receptors in the vicinity of the Project Site to substantial criteria pollutant concentrations. Impacts would be less than significant.

Table 4.2-10 Localized Construction-Source Emissions Summary

Construction Activity	Year	Scenario	Emissions (lbs/day)			
			NO_X	CO	PM_{10}	$PM_{2.5}$
Demolition/ Crushing	2023	Summer	12.70	18.70	0.70	0.29
		Winter	n/a	n/a	n/a	n/a
		Maximum Daily Emissions	**12.70**	**18.70**	**0.70**	**0.29**
		SCAQMD Localized Threshold	118	863	280	141
		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**
		SCAQMD Localized Threshold	220	1,713	241	160
		Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**
Grading	2023	Summer	19.90	36.20	2.85	1.16
		Winter	n/a	n/a	n/a	n/a
		Maximum Daily Emissions	**19.90**	**36.20**	**2.85**	**1.16**
		SCAQMD Localized Threshold	237	1,873	268	163
		Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**

CalEEMod unmitigated localized construction-source emissions are presented in Appendix 4.1 of the Project's AQIA.
Source: (Urban Crossroads, 2022a, Table 4-11)

2. Operational Analysis

As shown in Table 4.2-11, *Localized Operational-Source Emissions Summary*, Project operations would not exceed the applicable SCAQMD thresholds for localized NO_X, CO, and particulate matter (PM_{10} and $PM_{2.5}$) emissions. Accordingly, the Project would not expose any sensitive receptors in the vicinity of the Project Site to substantial pollutant concentrations. Impacts would be less than significant.

Table 4.2-11 Localized Operational-Source Emissions Summary

Scenario	Emissions (lbs/day)			
	NO_X	**CO**	**PM_{10}**	**$PM_{2.5}$**
Summer	6.23	34.57	0.37	0.32
Winter	6.22	23.08	0.35	0.30
Maximum Daily Emissions	**6.23**	**34.57**	**0.37**	**0.32**
SCAQMD Localized Threshold	270	2,193	78	41
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**

CalEEMod localized operational-source emissions are presented in Appendix 4.3 of the Project's AQIA.
Source: (Urban Crossroads, 2022a, Table 4-13)

B. CO Hot Spot Impact Analysis

An adverse CO concentration, known as a "hot spot", would occur if an exceedance of the State one-hour standard of 20 ppm or the eight-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 twenty 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.

A CO "hot spot" analysis was not performed for the Project because CO attainment in the SCAB was thoroughly analyzed as part of SCAQMD's 2003 AQMP and the 1992 Federal Attainment for Carbon Monoxide Plan (1992 CO Plan). For context, the CO "hot spot" analysis performed for the 2003 AQMP recorded a CO concentration of 8.4 parts per million (8-hour) at the Long Beach Boulevard/Imperial Highway intersection in Los Angeles County; however, only a small portion of the recorded CO concentrations (0.7 parts per million) were attributable to traffic congestion at the intersection. The vast majority of the recorded CO concentrations at the Long Beach Boulevard/Imperial Highway intersection (7.7 parts per million) were attributable to ambient air concentrations. In comparison, the ambient 1-hr and 8-hr CO concentration within the Project study area is estimated to be 1.6 ppm and 1.3 ppm, respectively (data from I-10 Near Road monitoring station for 2020). Therefore, even if the traffic volumes for the Project were double or even triple of the traffic volumes generated at the Long

Beach Blvd. and Imperial Hwy. intersection, coupled with the on-going improvements in ambient air quality, the Project would not be capable of resulting in a CO "hot spot" at any study area intersections. Furthermore, data from several air studies indicate that under existing and future vehicle emission rates, a given project would have to increase traffic volumes at a single intersection by between 24,000 and 44,000 vehicles per hour in order to generate a significant CO impact; the Project would generate nowhere near this volume of traffic. Based on the relatively low traffic congestion levels, low existing ambient CO concentrations, and the lack of any unusual meteorological and/or topographical conditions in the Project Site vicinity, the Project is not expected to cause or contribute to a CO "hot spot". (Urban Crossroads, 2022a, pp. 47-49) Impacts would be less than significant.

C. Toxic Air Contaminant Emissions Impact Analysis

1. Construction Analysis

Construction activity would occur over the entire Project Site. Therefore, the sensitive receptor land use with the greatest potential exposure to Project construction-source DPM emissions is Location R6 which is located approximately 8,840 feet northwest of the Project Site at an existing residence located at 11210 Fourth Street on the opposite side of I-10 and SR-60 from the Project Site. Since there are no private outdoor living areas (backyards) facing the Project Site, receptor R6 is placed at the building façade facing the Project Site. At the Maximally Exposed Individual Resident (MEIR), the maximum incremental cancer risk attributable to Project construction-source DPM emissions is estimated at <0.01 in one million, which is far less than the SCAQMD'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. There are no sensitive receptors located in immediate, close proximity to the Project Site. 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 Location R6. (Urban Crossroads, 2022b, p. 22)

2. Operational Analysis

❑ **Residential Exposure**

The Project Site primarily surrounded by industrial uses. Therefore, the residential land use with the greatest potential exposure to Project operational-source DPM emissions is Location R6 which is located approximately 8,840 feet northwest of the Project Site at an existing residence located at 11210 Fourth Street on the opposite side of I-15 and I-10 from the Project Site. Since there are no private outdoor living areas (backyards) facing the Project Site, receptor R6 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 0.01 in one million, which is far less than the SCAQMD'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. There are no

residential receptors located in immediate, close proximity to the Project Site. As such, the Project will not cause a significant human health or cancer risk to nearby residences. (Urban Crossroads, 2022b, p. 22)

❑ Worker Exposure

The worker receptor land use with the greatest potential exposure to Project operational-source DPM emissions is Location R5, which represents the adjacent potential worker receptor approximately 58 feet east of the Project Site. At the Maximally Exposed Individual Worker (MEIW), the maximum incremental cancer risk impact is 0.25 in one million which is far 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, pp. 22-23)

❑ School Child Exposure

Proximity to sources of toxics is critical to determining the impact. 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 SCAQMD 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 impacted by a 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 one-quarter mile of the Project Site. The nearest school is Chaparral Elementary School, which is located approximately 11,200 feet southeast of the Project Site. Because there is no reasonable potential that TAC emissions would cause significant health impacts at distances of more than one-quarter mile from the air pollution source, the Project would result in less-than-significant impacts to any schools in the vicinity of the Project. (Urban Crossroads, 2022b, p. 23)

Threshold d: ***Would the Project result in other emissions (such as those leading to odors adversely affecting a substantial number of people?***

During construction activities on the Project Site, odors could be produced by construction equipment exhaust or from the application of asphalt and/or architectural coatings; however, standard construction practices would minimize the odor emissions and their associated impacts. Furthermore, any odors

emitted during construction would be temporary, short-term, and intermittent in nature, and would cease upon the completion of the respective phase of construction. In addition, construction activities on the Project Site would be required to comply with SCAQMD Rule 402, which prohibits the discharge of odorous emissions that would create a public nuisance. (Urban Crossroads, 2022a, p. 53) Accordingly, the Project's construction would not create objectionable odors affecting a substantial number of people and all impacts would be less than significant.

During long-term operation, the Project would operate as a warehouse distribution facility, which is not typically associated with the emission of objectionable odors. Temporary outdoor refuse storage could be a potential source of odor; however, Project-generated refuse is required to be stored in covered containers and removed at regular intervals in compliance with the City's solid waste regulations, thereby precluding any significant odor impact. Furthermore, the occupant(s) of the proposed warehouse building would be required to comply with SCAQMD Rule 402, which prohibits the discharge of odorous emissions that would create a public nuisance, during long-term operation. (Urban Crossroads, 2022a, p. 53) As such, long-term operation of the Project would not create objectionable odors affecting a substantial number of people and all impacts would be less than significant.

4.2.5 Cumulative Impact Analysis

Based on SCAQMD guidance, any exceedance of a regional or localized threshold for criteria pollutants also is considered to be a cumulatively-considerable effect, while air pollutant emissions that fall below applicable regional and/or localized thresholds are not considered cumulatively-considerable. As discussed in the analysis under Threshold "b," the criteria pollutant emissions from Project construction and operation would be far less than the SCAQMD regional thresholds of significance. Therefore, the Project's emissions would not be considered cumulatively considerable. Furthermore, the Project would not conflict with the *2016 AQMP* and is not considered cumulatively-considerable.

As discussed under the analysis for Threshold "c," all Project-related construction- and operational localized air pollutant emissions – including DPM – would not exceed the applicable SCAQMD thresholds of significance. According to the SCAQMD's *Mates V* study and data visualization tool, which includes an emissions inventory of toxic air contaminants based on 2016-2018 data, the cancer risk in the Project Site's zip code (91761) is 600 per million, which indicates that the air toxics cancer risk in this zip code was higher than 93.0% of the SCAQMD population at the time the data was collected (SCAQMD, 2021). As regulatory requirements have become more stringent, however, air quality has improved and health risks have decreased, despite an increase in the number of warehouses across the Inland Empire and the SCAB (Ramboll, 2023). Because the Project's contribution to health risk would fall far below the SCAQMD's threshold of significance, and the SCAQMD is the regulatory authority responsible for air quality in the SCAB in which the Project site is located, the Project's contribution is not considered cumulatively-considerable.

As indicated in the analysis of Threshold "d," above, there are no Project components that would expose a substantial number of sensitive receptors to objectionable odors. There are no known sources of offensive odors in the Project area. Because the Project's construction and operation would not create substantial and objectionable odors and because there are no sources of objectionable odors in the areas immediately surrounding the Project Site, there is no potential for odors from the Project Site to commingle with odors from nearby development projects and expose nearby sensitive receptors to substantial, offensive odors. Accordingly, implementation of the Project would result in a less-than-significant cumulative impact related to odors.

4.2.6 Significance of Impacts Before Mitigation

Threshold a: Less-than-Significant Impact. The Project would not emit air pollutants that would contribute to a delay in the attainment of federal and State ozone standards in the SCAB. As such, the Project would not conflict with and could obstruct implementation of the *AQMP*, and impacts would be less than significant.

Thresholds b: Less-than-Significant Impact. Project-related activities would not exceed the applicable SCAQMD regional thresholds of significance during construction and operations. As such, Project-related emissions would not violate SCAQMD air quality standards or contribute to the non-attainment of ozone standards in the SCAB, and impacts would be less than significant.

Threshold c: Less-than-Significant Impact. Implementation of the Project would not: 1) exceed applicable SCAQMD localized criteria pollution emissions thresholds during construction and operation; 2) would not expose sensitive receptors to toxic air contaminants (i.e., DPM) that exceed the applicable SCAQMD carcinogenic and non-carcinogenic risk significance thresholds; and 3) would not cause or measurably contribute to the formation of a CO "hot spot."

Threshold d: Less-than-Significant Impact. The Project would not produce air emissions that would lead to unusual or substantial construction-related or operational-related odors. The Project is required to comply with SCAQMD Rule 402, which prohibits the discharge of odorous emissions that would create a public nuisance.

4.2.7 Mitigation

Project impacts would be less than significant and mitigation is not required.

4.3 CULTURAL RESOURCES

The analysis in this Subsection is based in part on a cultural resources record search prepared by Brian F. Smith and Associates, Inc. (hereinafter, "BFSA") and titled "Cultural Resources Records Search Results for the 5355 Airport Drive Project, Ontario, California", dated May 20, 2022 (BFSA, 2022). This report is included as *Technical Appendix C* to this EIR. This and other reference sources are cited and listed in Section 7.0, *References.*

4.3.1 EXISTING CONDITIONS

A cultural resources records search was obtained from the South Central Coastal Information Center (SCCIC) at California State University, Fullerton, which encompassed the Project Site and an area of one-half mile surrounding the Project Site. The records search identified 3 resources within one-half mile of the Project Site and no resources within the Project boundaries. The resources include a historic railroad track alignment, a historic foundation, and a historic transmission line alignment. No prehistoric resources were recorded on the Project Site or within one-half mile of the Project Site (BFSA, 2022). The Site is fully developed with a grain processing facility and a corn storage and distribution facility, so there is no reasonable possibility that prehistoric resources could be located on the surface of the Site. The existing uses have construction dates of 1975, so the buildings are newer than 50 years of age and not historic, with no reasonable possibility of historic resources to be present on the property.

4.3.2 REGULATORY SETTING

A. Federal Plans, Policies, and Regulations

1. National Historic Preservation Act

The National Historic Preservation Act of 1966 (NHPA) was passed primarily to acknowledge the importance of protecting United States heritage. Section 106 of NHPA granted legal status to historic preservation in federal planning, decision-making, and project execution. Section 106 requires all federal agencies to take into account the effects of their actions on historic properties, and provide ACHP with a reasonable opportunity to comment on those actions and the manner in which federal agencies are taking historic properties into account in their decisions. (NPS, 2021a)

A number of additional executive and legislative actions have been directed toward improving the ways in which all federal agencies manage historic properties and consider historic and cultural values in their planning and assistance. Executive Order 11593 (1971) and, later, Section 110 of NHPA (1980, amended 1992), provided the broadest of these mandates, giving federal agencies clear direction to identify and consider historic properties in federal and federally assisted actions. The National Historic Preservation Amendments of 1992 further clarified Section 110 and directed federal agencies to establish preservation programs commensurate with their missions and the effects of their authorized programs on historic properties. (NPS, 2021a)

2. *National Register of Historic Places (NRHP)*

The National Register of Historic Places is the official list of the Nation's historic places worthy of preservation. Authorized by the NHPA of 1966, the NPS's National Register of Historic Places (NRHP) is part of a national program to coordinate and support public and private efforts to identify, evaluate, and protect America's historic and archaeological resources. (NPS, 2020a)

To be considered eligible, a property must meet the National Register Criteria for Evaluation. This involves examining the property's age, integrity, and significance, as follows:

- Age and Integrity. Is the property old enough to be considered historic (generally at least 50 years old) and does it still look much the way it did in the past?

- Significance. Is the property associated with events, activities, or developments that were important in the past? With the lives of people who were important in the past? With significant architectural history, landscape history, or engineering achievements? Does it have the potential to yield information through archaeological investigation about our past? (NPS, 2020a)

Nominations can be submitted to a SHPO from property owners, historical societies, preservation organizations, governmental agencies, and other individuals or groups. The SHPO notifies affected property owners and local governments and solicits public comment. If the owner (or a majority of owners for a district nomination) objects, the property cannot be listed but may be forwarded to the NPS for a Determination of Eligibility (DOE). Listing in the NRHP provides formal recognition of a property's historical, architectural, or archaeological significance based on national standards used by every state. (NPS, 2020a)

Under Federal Law, the listing of a property in the National Register places no restrictions on what a non-federal owner may do with their property up to and including destruction, unless the property is involved in a project that receives Federal assistance, usually funding or licensing/permitting. National Register listing does not lead to public acquisition or require public access. (NPS, 2020a)

3. *American Indian Religious Freedom Act*

The American Indian Religious Freedom Act (AIRFA) requires each executive branch agency with statutory or administrative responsibility for the management of Federal lands, to the extent practicable, permitted by law, and not clearly inconsistent with essential agency functions, to accommodate access to and ceremonial use of Indian sacred sites by Indian religious practitioners and avoid adversely affecting the physical integrity of such sacred sites. Where appropriate, agencies are also required to maintain the confidentiality of sacred sites. Each executive branch agency with statutory or administrative responsibility for the management of Federal lands are required to implement procedures to ensure reasonable notice is provided of proposed actions or land management

policies that may restrict future access to or ceremonial use of, or adversely affect the physical integrity of, sacred sites. (NOAA, n.d.)

4. Native American Graves Protection and Repatriation Act (NAGPRA)

The Native American Graves Protection and Repatriation Act (NAGPRA; Public Law 101-601; 25 U.S.C. 3001-3013) describes the rights of Native American lineal descendants, Indian tribes, and Native Hawaiian organizations with respect to the treatment, repatriation, and disposition of Native American human remains, funerary objects, sacred objects, and objects of cultural patrimony, referred to collectively in the statute as cultural items, with which they can show a relationship of lineal descent or cultural affiliation. (NPS, 2021c)

One major purpose of this statute is to require that federal agencies and museums receiving Federal funds inventory holdings of Native American human remains and funerary objects and provide written summaries of other cultural items. The agencies and museums must consult with Indian Tribes and Native Hawaiian organizations to attempt to reach agreements on the repatriation or other disposition of these remains and objects. Once lineal descent or cultural affiliation has been established, and in some cases the right of possession also has been demonstrated, lineal descendants, affiliated Indian Tribes, or affiliated Native Hawaiian organizations normally make the final determination about the disposition of cultural items. Disposition may take many forms from reburial to long term curation, according to the wishes of the lineal descendent(s) or culturally affiliated Tribe(s). (NPS, 2021c)

The second major purpose of the statute is to provide greater protection for Native American burial sites and more careful control over the removal of Native American human remains, funerary objects, sacred objects, and items of cultural patrimony on Federal and tribal lands. NAGPRA requires that Indian tribes or Native Hawaiian organizations be consulted whenever archaeological investigations encounter, or are expected to encounter, Native American cultural items or when such items are unexpectedly discovered on Federal or tribal lands. Excavation or removal of any such items also must be done under procedures required by the Archaeological Resources Protection Act. This NAGPRA requirement is likely to encourage the in-situ preservation of archaeological sites, or at least the portions of them that contain burials or other kinds of cultural items. (NPS, 2021c)

Other provisions of NAGPRA: (1) stipulate that illegal trafficking in human remains and cultural items may result in criminal penalties; (2) authorizes the Secretary of the Interior to administer a grants program to assist museums and Indian Tribes in complying with certain requirements of the statute; (3) requires the Secretary of the Interior to establish a Review Committee to provide advice and assistance in carrying out key provisions of the statute; authorizes the Secretary of the Interior to penalize museums that fail to comply with the statute; and, (4) directs the Secretary to develop regulations in consultation with this Review Committee. (NPS, 2021c)

B. State Plans, Policies, and Regulations

1. California Administrative Code, Title 14, Section 4308

Section 4308, *Archaeological Features*, of Title 14 of the California Administrative Code provides that: "No person shall remove, injure, disfigure, deface, or destroy any object of archaeological, or historical interest or value." (NPS, n.d.)

2. California Code of Regulations Title 14, Section 1427

California Code of Regulations Title 14, Section 1427 provides that: "No person shall collect or remove any object or thing of archaeological or historical interest or value, nor shall any person injure, disfigure, deface or destroy the physical site, location or context in which the object or thing of archaeological or historical interest or value is found." (NAHC, n.d.)

3. California Register of Historic Resources

The State Historical Resources Commission has designed this program for use by state and local agencies, private groups, and citizens to identify, evaluate, register, and protect California's historical resources. The Register is the authoritative guide to the state's significant historical and archaeological resources. The California Register program encourages public recognition and protection of resources of architectural, historical, archaeological, and cultural significance; identifies historical resources for state and local planning purposes; determines eligibility for state historic preservation grant funding; and affords certain protections under CEQA. (OHP, n.d.)

In order for a resource to be included on the Register of Historic Resources, the resources must meet one of the following criteria:

- Associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States (Criterion 1).
- Associated with the lives of persons important to local, California or national history (Criterion 2).
- Embodies the distinctive characteristics of a type, period, region, or method of construction or represents the work of a master or possesses high artistic values (Criterion 3).
- Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation (Criterion 4). (OHP, n.d.)

For resources included on the Register of Historic Resources, environmental review may be required under CEQA if property is threatened by a project. Additionally, local building inspectors must grant code alternatives provided under State Historical Building Code. Further, the local assessor may enter into contract with property owner for property tax reduction pursuant to the Mills Act. A property owner also may place his or her own plaque or marker at the site of the resource. (OHP, n.d.)

Consent of owner is not required, but a resource cannot be listed over an owner's objections. The State Historical Resources Commission (SHRC) may formally determine a property eligible for the California Register if the resource owner objects. (OHP, n.d.)

4. Assembly Bill 52 (AB 52)

California Assembly Bill 52 (AB 52) (2014) Chapter 532 amended Section 5097.94 of, and added Sections 21073, 21074, 21080.3.1, 21080.3.2, 21802.3, 21083.09, 21084.2 and 21084.3 to the California Public Resources Code, relating to Native Americans. AB 52 was approved on September 25, 2014. By including tribal cultural resources early in the CEQA process, the legislature intended to ensure that local and Tribal governments, public agencies, and project proponents would have information available, early in the project planning process, to identify and address potential adverse impacts to tribal cultural resources. By taking this proactive approach, the legislature also intended to reduce the potential for delay and conflicts in the environmental review process. (OPR, 2017b)

The Public Resources Code now establishes that "[a] project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment." (Pub. Resources Code, § 21084.2.) To help determine whether a project may have such an effect, the Public Resources Code requires a lead agency to consult with any California Native American tribe that requests consultation and is traditionally and culturally affiliated with the geographic area of a proposed project. (OPR, 2017b)

If a lead agency determines that a project may cause a substantial adverse change to tribal cultural resources, the lead agency must consider measures to mitigate that impact. Public Resources Code § 20184.3 (b)(2) provides examples of mitigation measures that lead agencies may consider to avoid or minimize impacts to tribal cultural resources. These rules apply to projects that have a notice of preparation for an environmental impact report or negative declaration or mitigated negative declaration filed on or after July 1, 2015. (OPR, 2017b)

§ 21074 of the Public Resources Code defines "tribal cultural resources." In brief, in order to be considered a "tribal cultural resource," a resource must be either:

(1) listed, or determined to be eligible for listing, on the national, state, or local register of historic resources, or

(2) a resource that the lead agency chooses, in its discretion, to treat as a tribal cultural resource. (OPR, 2017b)

In the latter instance, the lead agency must determine that the resource meets the criteria for listing in the state register of historic resources. In applying those criteria, a lead agency must consider the value of the resource to the tribe. (OPR, 2017b)

5. State Health and Safety Code

California Health and Safety Code (HSC) § 7050.5(b) requires that excavation and disturbance activities must cease "In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery…" until the coroner can determine regarding the circumstances, manner, and cause of any death. The coroner is then required to make recommendations concerning the treatment and disposition of the human remains. Further, this section of the code makes it a misdemeanor to intentionally disturb, mutilate or remove interred human remains. § 7051 specifies that the removal of human remains from "internment or a place of storage while awaiting internment" with the intent to sell them or to dissect them with "malice or wantonness" is a public offense punishable by imprisonment in a state prison. Lastly, HSC §§ 8010-8011 establish the California Native American Graves Protection and Repatriation Act consistent with the federal law addressing the same. The Act stresses that "all California Indian human remains and cultural items are to be treated with dignity and respect." It encourages voluntary disclosure and return of remains and cultural items by publicly funded agencies and museums in California. It also outlines the need for aiding California Indian tribes, including non-federally recognized tribes, in filing repatriation claims. (CA Legislative Info, n.d.)

6. California Code of Regulations Section 15064.5

The California Code of Regulations, Title 14, Chapter 3, § 15064.5 (the State CEQA Guidelines) establishes the procedure for determining the significance of impacts to archaeological and historical resources, as well as classifying the type of resource. Cultural resources are aspects of the environment that require identification and assessment for potential significance. The evaluation of cultural resources under CEQA is based upon the definitions of resources provided in CEQA Guidelines § 15064.5, as follows: (CRNA, 2019)

- A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (Pub. Res. Code § 5024.1, Title 14 CCR, Section 4850 et seq.).
- A resource included in a local register of historical resources, as defined in section 5020.1(k) of the Public Resources Code or identified as significant in an historical resource survey meeting the requirements section 5024.1(g) of the Public Resources Code, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.
- Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource

meets the criteria for listing on the California Register of Historical Resources (Pub. Res. Code § 5024.1, Title 14 CCR, Section 4852) including the following:

- Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
- Is associated with the lives of persons important in our past;
- Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
- Has yielded, or may be likely to yield, information important in prehistory or history.

- The fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources (pursuant to section 5020.1(k) of the Public Resources Code), or identified in an historical resources survey (meeting the criteria in section 5024.1(g) of the Public Resources Code) does not preclude a lead agency from determining that the resource may be an historical resource as defined in Public Resources Code sections 5020.1(j) or 5024.1.

4.3.3 Basis for Determining Significance

Section V of Appendix G to the CEQA Guidelines addresses typical adverse effects to cultural resources, and includes the following threshold questions to evaluate the Project's impacts on cultural resources (OPR, 2019):

a. *Cause a substantial adverse change in the significance of a historical resource in 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 formal cemeteries?*

4.3.4 Impact Analysis

Threshold a: ***Would the Project cause a substantial adverse change in the significance of a historical resource in pursuant to § 15064.5?***

Under existing conditions, the Project Site is currently developed with a grain processing company and a corn storage and distribution facility. The eastern portion of the Project Site contains grain storage silos, grain mill area, and five buildings that are used for maintenance and repair, grain storage, and service shop. The western portion of the Project Site contains enclosed silo grain storage, with an office trailer. A vehicle wash-down area is also present on the northeastern portion of the Site, and three known septic systems are located beneath the Site. Implementation of the Project would require the demolition of all structures that are located on the Project Site under existing conditions.

BFSA conducted a cultural resources record search of the Project Site and concluded that no recorded historical resources pursuant to CEQA Guidelines Section 15064.5 are located within the Project boundaries or a one-half mile radius of the Project Site. The structures on the Project Site have a construction date of 1975 and after; and, the buildings and features within the Project Site were assessed and found not to be historically or architecturally significant under CEQA. Accordingly, implementation of the Project would not result in a substantial adverse change to any historical resource as defined by CEQA Guidelines Section 15064.5. No impact to a historical resource would occur.

Threshold b: ***Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?***

BFSA conducted a cultural resources record search of the Project Site and one-half mile radius around the Project Site. The results of this records search indicate that no pre/protohistoric cultural resources are located on or within a one-half mile of the Project Site. Additionally, no pre/protohistoric resources were observed on the Project Site. Therefore, implementation of the Project would not cause a substantial adverse change in the significance of a known prehistoric archaeological resource pursuant to CEQA Guidelines Section 15064.5.

Given the lack of any previously identified pre/protohistoric sites within or near the property and the magnitude of ground disturbances on the Project Site over the previous 47 years including the presence of subsurface septic systems, there is little potential for any pre/protohistoric resources to be present or disturbed by the proposed development. Notwithstanding, excavations on portions of the Project Site would occur within previously undisturbed soils that have the potential to contain pre/protohistoric archaeological resources. If any pre/protohistoric cultural resources are unearthed during Project construction that meet the definition of a significant archaeological resource pursuant to CEQA Guidelines Section 15064.5 and are disturbed/damaged by Project construction activities, impacts to those pre/protohistoric cultural resources would be significant. Based on the tribal consultation process conducted under AB 52, mitigation is presented in Subsection 4.3.7 consisting of monitoring and treatment procedures for any discovered resources that would lessen potential impacts to below a level of significance. Refer to Section 4.11, *Tribal Cultural Resources*, for details on the tribal consultation process.

Threshold c: ***Would the Project disturb any human remains, including those interred outside of formal cemeteries?***

The Project Site does not contain a cemetery and no known formal cemeteries are located within the immediate Site vicinity. Nevertheless, the remote potential exists that human remains may be unearthed during grading and excavation activities associated with Project construction.

If human remains are unearthed during Project construction, the construction contractor would be required by law to comply with California Health and Safety Code Section 7050.5 “Disturbance of Human Remains.” According to Section 7050.5(b) and (c), if human remains are discovered, the

County Coroner must be contacted and if the Coroner recognizes the human remains to be those of a Native American, or has reason to believe that they are those of a Native American, the Coroner is required to contact the Native American Heritage Commission (NAHC) by telephone within 24 hours. Pursuant to California Public Resources Code Section 5097.98, whenever the NAHC receives notification of a discovery of Native American human remains from a county coroner, the NAHC is required to immediately notify those persons it believes to be most likely descended from the deceased Native American. The descendants may, with the permission of the owner of the land, or his or her authorized representative, inspect the site of the discovery of the Native American human remains and may recommend to the owner or the person responsible for the excavation work means for treatment or disposition, with appropriate dignity, of the human remains and any associated grave goods. The descendants shall complete their inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the Project Site. According to Public Resources Code Section 5097.94(k), the NAHC is authorized to mediate disputes arising between landowners and known descendants relating to the treatment and disposition of Native American human burials, skeletal remains, and items associated with Native American burials. With mandatory compliance to California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98, any potential impacts to human remains, including human remains of Native American ancestry, that may result from development of the Project would be less than significant.

4.3.5 Cumulative Impact Analysis

Record searches indicate the absence of significant historical sites and resources on the Project Site; therefore, implementation of the Project has no potential to contribute towards a significant cumulative impact to historical sites and/or resources.

The potential for Project construction to result in cumulatively-considerable impacts to prehistoric archaeological resources were also analyzed in conjunction with other projects located in the traditional use areas of Native American tribes that are affiliated to the Project Site. Development activities on the Project Site would not impact any known prehistoric archaeological resources and the likelihood of uncovering previously unknown prehistoric archaeological resources during Project construction are low due to the magnitude of surface and subsurface disturbance that has occurred on the Site to-date. Nonetheless, the remote potential exists for subsurface prehistoric archaeological resource that meet the CCR Section 15064.5 definition of a significant archaeological resource to be discovered beneath the surface of the Project Site during Project-related construction activities and on and beneath other development project sites in the region during construction activities. Accordingly, the Project has the potential to contribute to a significant cumulatively-considerable impact to prehistoric archaeological resources, if such resources are unearthed during Project construction, for which mitigation is required. As discussed below, with implementation of mitigation, cumulatively-considerable impacts would be less than significant.

Mandatory compliance with the provisions of California Health and Safety Code Section 7050.5 as well as Public Resources Code Section 5097 *et seq.*, would assure that all future development projects within the region treat human remains that may be uncovered during development activities in

accordance with prescribed, respectful and appropriate practices, thereby avoiding significant cumulative impacts.

4.3.6 Significance of Impacts Before Mitigation

Threshold a: No Impact. No historic resources, as defined by CEQA Guidelines Section 15064.5, are present on the Project Site nor is there a reasonable possibility that they could be discovered beneath the surface of the Site given the construction dates of existing surface improvements; therefore, no historic resources could be altered or destroyed by construction or operation of the Project.

Threshold b: Significant Direct and Cumulatively-Considerable Impact. No known prehistoric resources are present on the Project Site and the likelihood of uncovering buried prehistoric resources on the Project Site is low due to the magnitude of previous ground disturbance on the Project Site. Nonetheless, the remote potential exists for Project-related construction activities to uncover resources and result in a direct and cumulatively-considerable impact to significant subsurface prehistoric archaeological resources should such resources be discovered during Project-related construction activities. Moreover, during the course of the tribal consultation process, tribal monitoring was requested by the Gabrieleño Band of Mission Indians – Kizh Nation during the Project's ground-disturbing construction activities.

Threshold c: Less-than-Significant Impact. In the unlikely event that human remains are discovered during Project grading or other ground disturbing activities, the Project would be required to comply with the applicable provisions of California Health and Safety Code Section 7050.5 and California Public Resources Code Section 5097 *et seq*. Mandatory compliance with State law would ensure that any discovered human remains are appropriately treated and would preclude the potential for significant impacts.

4.3.7 Mitigation

The following mitigation measures address the potential for Project construction activities to impact significant archaeological resources that may be discovered during ground-disturbing construction activities. The following measures shall be required as notes on all grading plans and construction documents that involve subsurface ground disturbance.

MM 4.3-1 Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities:

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

not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching[1]

b. A copy of the executed monitoring agreement shall be submitted to the lead agency prior to the earlier of the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity.

c. The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or "TCR"), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the project applicant/lead agency upon written request to the Tribe.

d. On-site tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the Kizh from a designated point of contact for the project applicant/lead agency that all ground-disturbing activities and phases that may involve ground disturbing activities on the project site or in connection with the project are complete; or (2) a determination and written notification by the Kizh to the project applicant/lead agency that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact Kizh TCRs.

e. Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Kizh monitor and/or Kizh archaeologist. The Kizh will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate, in the Tribe's sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic purposes.

MM 4.3-2 Unanticipated Discovery of Human Remains and Associated Funerary Objects:

a. Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute.

[1] Tribal monitoring shall cease once all ground disturbance activities have been completed with respect to the property or portion thereof. Example: Once excavation, grading, trenching, etc. have occurred tribal monitoring shall cease.

b. If Native American human remains and/or grave goods discovered or recognized on the project site, then all construction activities shall immediately cease. Health and Safety Code Section 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and all ground disturbing activities shall immediately halt and shall remain halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe they are Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission, and Public Resources Code Section 5097.98 shall be followed.

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

d. Construction activities may resume in other parts of the project site at a minimum of 200 feet away from discovered human remains and/or burial goods, if the Kizh determines in its sole discretion that resuming construction activities at that distance is acceptable and provides the project manager express consent of that determination (along with any other mitigation measures the Kizh monitor and/or archaeologist deems necessary). (CEQA Guidelines Section 15064.5(f))

e. Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods. Any historic archaeological material that is not Native American in origin (non-TCR) shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes.

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

MM 4.3-3 Procedures for Burials and Funerary Remains:

a. As the Most Likely Descendant ("MLD"), the Koo-nas-gna Burial Policy shall be implemented. To the Tribe, the term "human remains" encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the preparation of the soil for burial, the burial of funerary objects with the deceased, and the ceremonial burning of human remains.

b. If the discovery of human remains includes four or more burials, the discovery location shall be treated as a cemetery and a separate treatment plan shall be created.

c. The prepared soil and cremation soils are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects. Cremations will either be removed in bulk or by means as necessary to ensure complete recovery of all sacred materials.

d. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed.

e. In the event preservation in place is not possible despite good faith efforts by the project applicant/developer and/or landowner, before ground-disturbing activities may resume on the project site, the landowner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects.

f. Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.

g. The Tribe will work closely with the project's qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be prepared and shall include (at a minimum) detailed descriptive notes and sketches. All data recovery data recovery-related forms of documentation shall be approved in advance by the Tribe. If any data recovery is performed, once complete, a final report shall be submitted to the Tribe and the NAHC. The Tribe does NOT authorize any scientific study or the utilization of any invasive and/or destructive diagnostics on human remains.

4.3.8 Significance of Impacts After Mitigation

Threshold b: Less-than-Significant Impact with Mitigation. Implementation of MM 4.3-1 through MM 4.3-3 would ensure the proper identification and subsequent treatment of any significant archaeological resources that may be encountered during ground-disturbing activities associated with Project construction. With implementation of the required mitigation, the Project's potential impacts to important archaeological resources would be reduced to less-than-significant. Cumulatively-considerable impacts would likewise be reduced to less-than-significant.

4.4 ENERGY

The analysis in this subsection is primarily based on information contained in a technical report prepared by Urban Crossroads, Inc. titled, "IE Distribution Center #14 Energy Analysis", dated August 30, 2022 (Urban Crossroads, 2022c). The technical report is included as *Technical Appendix D* to this EIR. Refer to Section 7.0, *References* for a complete list of reference sources used in this subsection.

4.4.1 EXISTING CONDITIONS

A. Electricity Consumption

The Project Site is located within the service area of Southern California Edison (SCE). SCE provides electricity to more than 15 million people in 15 counties and in 180 incorporated cities, within a service area encompassing approximately 50,000 square miles. SCE generates electricity from varied energy resources including: fossil fuels, hydroelectric generators, nuclear power plants, geothermal power plants, solar power generation, and wind farms. SCE also purchases from independent power producers and utilities, including out-of-state suppliers. (Urban Crossroads, 2022c, p. 15)

Under existing conditions, the Project Site is occupied and operating as a grain processing company and a corn storage and distribution facility. The estimated electricity consumption of the existing development on the Project Site is approximately 1,027,373 kilo-watt hour (kWh) per year (Urban Crossroads, 2022c, p. 27).

B. Natural Gas Consumption

The Project Site is located within the service area of the Southern California Gas Company (SoCalGas) which is regulated by the California Public Utilities Commission (CPUC). SoCalGas provides service to approximately 5.9 million customers. Natural gas from out-of-state production basins is delivered into California via the interstate natural gas pipeline system. The gas transported to California via the interstate pipelines, as well as some of the California-produced gas, is delivered into SoCalGas intrastate natural gas transmission pipelines systems (commonly referred to as California's "backbone" pipeline system). Natural gas on the utilities' backbone pipeline system is then delivered to the local transmission and distribution pipeline systems, or to natural gas storage fields. (Urban Crossroads, 2022c, p. 17)

The existing development on the Project Site is estimated to consume approximately 794,266 kilo British Thermal unit (kBTU) of natural gas per year (Urban Crossroads, 2022c, p. 27).

C. Transportation Energy/Fuel Consumption

Gasoline and other vehicle fuels are commercially-provided commodities. In 2021, the Department of Motor Vehicles (DMV) identified 36.2 million registered vehicles in California, and those vehicles consume an estimated 17.2 billion gallons of fuel each year. (Urban Crossroads, 2022c, p. 19-20)

The existing development on the Project Site is estimated to consume approximately 134,254 gallons of vehicle fuels per year (Urban Crossroads, 2022c, p. 27).

4.4.2 Regulatory Setting

A. Federal Plans, Policies, and Regulations

1. Intermodal Surface Transportation Efficiency Act (ISTEA)

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) promoted the development of inter-modal transportation systems to maximize mobility as well as address national and local interests in air quality and energy. ISTEA contained factors that Metropolitan Planning Organizations (MPOs) were to address in developing transportation plans and programs, including some energy-related factors. To meet the new ISTEA requirements, MPOs adopted explicit policies defining the social, economic, energy, and environmental values guiding transportation decisions. The applicable MPO for the City of Ontario is the Southern California Association of Governments (SCAG). SCAG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) is the applicable planning document for the area. (FHWA, n.d.)

2. The Transportation Equity Act for the 21st Century (TEA-21)

TEA-21 was signed into law in 1998 and builds upon the initiatives established in the ISTEA legislation, discussed above. TEA-21 authorizes highway, highway safety, transit, and other efficient surface transportation programs. TEA-21 continues the program structure established for highways and transit under ISTEA, such as flexibility in the use of funds, emphasis on measures to improve the environment, and focus on a strong planning process as the foundation of good transportation decisions. TEA-21 also provides for investment in research and its application to maximize the performance of the transportation system through, for example, deployment of Intelligent Transportation Systems, to help improve operations and management of transportation systems and vehicle safety. (Urban Crossroads, 2022c, p. 22)

B. State Plans, Policies, and Regulations

1. Integrated Energy Policy Report

Senate Bill 1389 (Bowen, Chapter 568, Statutes of 2002) requires the California Energy Commission (CEC) to prepare a biennial integrated energy policy report that assesses major energy trends and issues facing California's electricity, natural gas, and transportation fuel sectors and provides policy recommendations to conserve resources; protect the environment; ensure reliable, secure, and diverse energy supplies; enhance the State's economy; and protect public health and safety (Public Resources Code § 25301a). The CEC prepares these assessments and associated policy recommendations every two years, with updates on alternate years, as part of the Integrated Energy Policy Report (IEPR). (Urban Crossroads, 2022c, p. 22)

The 2021 IEPR was adopted February 2022, and continues to work towards improving electricity, natural gas, and transportation fuel energy use in California. The 2021 IEPR provides the results of the

CEC's assessments of a variety of energy issues facing California. Many of these issues will require action if the state is to meet its climate, energy, air quality, and other environmental goals while maintaining reliability and controlling costs. Additionally, the 2021 IEPR provides the results of the CEC's assessments of a variety of energy issues facing California. Many of these issues will require action if the state is to meet its climate, energy, air quality, and other environmental goals while maintaining reliability and controlling costs. (Urban Crossroads, 2022c, p. 22-23)

2. State of California Energy Plan

The CEC is responsible for preparing the State Energy Plan, which identifies emerging trends related to energy supply, demand, conservation, public health and safety, and the maintenance of a healthy economy. The Plan calls for the state to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies several strategies, including assistance to public agencies and fleet operators and encouragement of urban designs that reduce vehicle miles traveled (VMT) and accommodate pedestrian and bicycle access. (Urban Crossroads, 2022c, p. 23)

3. California Code Title 24, Part 6, Energy Efficiency Standards

California Code of Regulations (CCR) Title 24 Part 6: The California Energy Code was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption.

The standards are updated periodically to allow consideration and possible incorporation of new energy efficient technologies and methods. CCR, Title 24, Part 11: California Green Building Standards Code (CALGreen) is a comprehensive and uniform regulatory code for all residential, commercial, and school buildings that went in effect on August 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 2022 California Green Building Code Standards that will be effective on January 1, 2023. The Project would be required to comply with the applicable standards in place at the time plan check submittals are made. (Urban Crossroads, 2022c, p. 23)

4. Pavley Regulations and Fuel Efficiency Standards (AB 1493)

California AB 1493, enacted on July 22, 2002, required CARB to develop and adopt regulations that reduce GHGs emitted by passenger vehicles and light duty trucks. Under this legislation, CARB adopted regulations to reduce GHG emissions from non-commercial passenger vehicles (cars and light-duty trucks). Although aimed at reducing GHG emissions, specifically, a co-benefit of the Pavley standards is an improvement in fuel efficiency and consequently a reduction in fuel consumption. (Urban Crossroads, 2022c, p. 23)

5. California Renewable Portfolio Standards (RPS)

First established in 2002 under Senate Bill (SB) 1078, California's Renewable Portfolio Standards (RPS) requires retail sellers of electric services to increase procurement from eligible renewable resources to 33% of total retail sales by 2020 (Urban Crossroads, 2022c, p. 24).

6. Senate Bill 350 (SB 350) – Clean Energy and Pollution Reduction Act of 2015

In October 2015, the legislature approved, and the Governor signed, SB 350, which reaffirms California's commitment to reducing its GHG emissions and addressing climate change. Key provisions include an increase in the renewables portfolio standard (RPS), higher energy efficiency requirements for buildings, initial strategies towards a regional electricity grid, and improved infrastructure for electric vehicle charging stations. Specifically, SB 350 requires the following to reduce statewide GHG emissions:

- Increase the amount of electricity procured from renewable energy sources from 33 percent to 50 percent by 2030, with interim targets of 40 percent by 2024, and 25 percent by 2027.
- Double the energy efficiency in existing buildings by 2030. This target will be achieved through the California Public Utility Commission (CPUC), the CEC, and local publicly owned utilities.
- Reorganize the Independent System Operator (ISO) to develop more regional electrify transmission markets and to improve accessibility in these markets, which will facilitate the growth of renewable energy markets in the western United States. (Urban Crossroads, 2022c, p. 24)

4.4.3 Basis for Determining Significance

According to Section I of Appendix G to the CEQA Guidelines, the proposed Project would result in a significant impact associated with energy consumption if the Project or any Project-related component would (OPR, 2019):

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?*

4.4.4 IMPACT ANALYSIS

Threshold a: ***Would the Project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?***

A. Energy Use During Project Construction

The Project's construction process would consume electrical energy and diesel fuel. Project-related construction would represent a "single-event" energy demand and would not require on-going or permanent commitment of diesel fuel resources. Project construction activities are estimated to consume approximately 113,853 kWh of electricity, 67,491 gallons of diesel fuel from operation of construction equipment, 15,066 gallons of fuel from construction worker trips, and 11,965 gallons of fuel related to construction vendor trips (Urban Crossroads, 2022c, p. 30-38). Detailed calculations for all components of the Project's construction energy use are provided in subsection 5.3 of the Project's energy analysis (refer to *Technical Appendix D*).

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 CARB emissions standards, acting to promote equipment fuel efficiencies. (Urban Crossroads, 2022c, p. 41)

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. Best Available Control Measures (BACMs) inform construction equipment operators of this requirement. Enforcement of idling limitations is realized through periodic site inspections conducted by City building officials, and/or in response to citizen complaints. (Urban Crossroads, 2022c, p. 41)

As supported by the preceding discussion, the Project's construction energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary.

B. Energy Use During Project Operations

Energy consumption in support of or related to Project operations would include transportation fuel demands (fuel consumed by passenger car and truck vehicles accessing the Project Site), fuel demands from operational equipment, and facilities energy demands (energy consumed by building operations, site maintenance activities, and on-site cargo handling equipment).

The Project energy demand is calculated to be 179,406 gallons of fuel, 5,337,545 kBTU of natural gas per year, and 1,774,048 kWh of electricity per year The energy consumption of existing uses on the Project Site (refer to Subsection 4.4.1) were subtracted from the Project's gross energy totals to determine the new, net energy demands from the proposed Project. The net Project energy demand is calculated to be 45,152 gallons of fuel, 4,543,279 kBTU of natural gas per year, and 746,675 kWh of electricity per year. Project on-site cargo handling equipment would consume an estimated 4,642

gallons of natural gas per year (Urban Crossroads, 2022c, p. 38-40). Refer to subsection 5.4 of the Project's energy analysis (see *Technical Appendix D*) for detailed calculations of all components of the Project's operational energy use.

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. The Project would implement sidewalks, facilitating and encouraging pedestrian access. Facilitating pedestrian and bicycle access would reduce VMT and associated energy consumption. In compliance with the California Green Building Standards Code and City requirements, 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. (Urban Crossroads, 2022c, p. 42)

Project on-site equipment would conform to the applicable CARB emissions standards, acting to promote equipment fuel efficiencies. The Project proposes a conventional warehouse use reflecting contemporary energy efficient/energy conserving designs and operational programs. The Project does not propose uses that are inherently energy intensive and the energy demands in total would be comparable to other industrial uses of similar scale and configuration. Lastly, the Project will comply with the applicable California Green Building Standard Code Title 24 standards. (Urban Crossroads, 2022c, p. 43)

As supported by the preceding discussion, the Project's operational energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary.

Threshold b: ***Would the Project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?***

The following analyzes the Project's consistency with the applicable federal, State, and local regulations for renewable energy of energy efficiency.

A. Consistency with Federal Energy Regulations

1. Intermodal Surface Transportation Efficiency Act of 1991 (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 SCAG is not planning for intermodal facilities on or through the Project Site. (Urban Crossroads, 2022c, p. 45)

2. The 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. (Urban Crossroads, 2022c, p. 45)

B. Consistency with State Energy Regulations

1. Integrated Energy Policy Report

SCE would provide electricity service to the Project. 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 is required to 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, development of the proposed Project would support the goals presented in the 2020 IEPR. (Urban Crossroads, 2022c, p. 45)

2. 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 or obstruct, implementation of the State of California Energy Plan. (Urban Crossroads, 2022c, p. 46)

3. 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 after that date, it is presumed that the Project would be required to comply with the Title 24 standards in place at that time. Therefore, the Project would result in a less-than-significant impact on energy resources. The proposed Project would be subject to Title 24 standards as a requirement of the California Building Standards Code. (Urban Crossroads, 2022c, p. 46)

4. California Code Title 24, Part 11, CALGreen

As previously stated, 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 2022 California Green Building Code Standards that were published on July 1, 2022 and will become effective on January 1, 2023. The Project would be required to comply with the applicable standards in place at the time plan check submittals are made. (Urban Crossroads, 2022c, p. 46)

5. Pavley Fuel Efficiency Standards (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. (Urban Crossroads, 2022c, p. 46)

6. Renewable Portfolio Standards (SB 1078)

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. (Urban Crossroads, 2022c, p. 46)

7. Senate Bill 350 (SB 350) – Clean Energy and Pollution Act

The proposed Project would use energy from SCE, which has committed to diversify 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. (Urban Crossroads, 2022c, p. 46)

C. Consistency with Local Energy Regulations

1. City of Ontario Community Climate Action Plan

The Project would comply with applicable City of Ontario Community Climate Action Plan (CCAP) checklist measures. Compliance with the CCAP checklist measures would further reduce reliance on fossil fuels and expand the use of renewable energy. (Urban Crossroads, 2022c, p. 47)

D. Conclusion

As supported by the preceding analysis, the Project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency and a less-than-significant impact related to energy consumption would occur.

4.4.5 Cumulative Impact Analysis

The Project and other new development projects within the cumulative study area would be required to comply with all of the same applicable federal, State, and local regulatory measures aimed at reducing fossil fuel consumption and the conservation of energy. Accordingly, the Project would not cause or contribute to a significant cumulatively considerable impact related to conflicts with a State or local plan for renewable energy efficiency.

4.4.6 Significance of Impacts Before Mitigation

Threshold a: Less-than-Significant Impact. The amount of energy and fuel consumed by construction and operation of the Project would not be inefficient, wasteful, or unnecessary. Furthermore, the Project would not cause or result in the need for additional energy facilities or energy delivery systems.

Threshold b: Less-than-Significant Impact. The Project would not cause or result in the need for additional energy production or transmission facilities. The Project would not conflict with or obstruct the achievement of energy conservation goals within the State of California identified in State and local plans for renewable energy and energy efficiency.

4.4.7 Mitigation

Impacts would be less than significant; therefore, mitigation is not required.

4.5 GEOLOGY AND SOILS

The analysis in this subsection is based primarily on information contained in the technical report prepared by Southern California Geotechnical titled "Geotechnical Investigation Proposed Warehouse 5355 East Airport Drive Ontario, California", dated March 9, 2022. The technical report is included as *Technical Appendix E1* to this EIR (SoCal Geotechnical, 2022a). In addition, an infiltration report prepared by Southern California Geotechnical, dated March 9, 2022, was used in this analysis and is included as *Technical Appendix E2* (Southern California Geotechnical, 2022b). Additional sources of information used to support the analysis in this subsection include the Final Supplemental EIR prepared for The Ontario Plan (Ontario, 2022b) and the Ontario Development Code (Ontario, 2021a). All of the references used in this subsection are listed in EIR Section 7.0, *References*.

4.5.1 EXISTING CONDITIONS

A. Soils

Artificial fill soils were encountered beneath the existing pavements at all of the Project Site's infiltration boring locations, extending to depths of 3 to 4± feet below the existing site grades. The fill soils generally consist of medium dense to dense silty sands, with occasional loose sands. The fill soils possess a disturbed mottled appearance resulting in their classification as artificial fill. Native alluvial soils were encountered beneath the fill soils at all of the infiltration boring locations, extending to at least the maximum depth explored of 12± feet. The alluvium generally consists of loose sands, silty sands and silty sands to sandy silts, with occasional medium dense silty sands. (Southern California Geotechnical, 2022b, p. 3)

B. Groundwater

Free water was not encountered during the drilling of any of the borings. Based on the lack of any water within the borings, and the moisture contents of the recovered soil samples, the static groundwater table is considered to have existed as a depth in excess of 30± feet at the time of the subsurface exploration. (SoCal Geotechnical, 2022a, p. 7)

According to the water level data obtained from the California Department of Water Resources Water Data Library website, the nearest monitoring well on record (identified as State Well Number: 01S06W29H001S) is located 3,400± feet southeast of the Project Site. Water level readings within this monitoring well indicate a high groundwater level of 277± feet below the ground surface in April 2019. (SoCal Geotechnical, 2022a, p. 7)

C. Seismic Hazards

The Project Site is located in an area that is subject to strong ground motions due to earthquakes. Numerous faults capable of producing significant ground motions are located near the Project Site. An active fault is defined by the California Geotechnical Survey as a fault that has experienced surface displacement within the Holocene Epoch (roughly the last 11,000 years). The nearest active fault to

the Project Site is the Cucamonga Fault, located approximately 7 miles to the north of the Project Site (CGS, 2015).

Secondary hazards associated with earthquakes include surface rupture, ground failure, unstable soils and slopes. Each of these hazards is briefly described below.

1. Fault Rupture

Research of available maps indicates that the Project Site is not located within an Alquist-Priolo Earthquake Fault Zone. No evidence of faulting was identified during the geotechnical investigation. (SoCal Geotechnical, 2022a, p. 10)

2. Liquefaction

Liquefaction is the loss of strength in generally cohesionless, saturated soils when the pore-water pressure induced in the soil by a seismic event becomes equal to or exceeds the overburden pressure. The primary factors which influence the potential for liquefaction include groundwater table elevation, soil type and grain size characteristics, relative density of the soil, initial confining pressure, and intensity and duration of ground shaking. The depth within which the occurrence of liquefaction may impact surface improvements is generally identified as the upper 50 feet below the ground surface. Liquefaction potential is greater in saturated, loose, poorly graded fine sands with a mean (d_{50}) grain size in the range of 0.075 to 0.2 mm. Clayey (cohesive) soils or soils which possess clay particles (d<0.005mm) in excess of 20 percent are generally not considered to be susceptible to liquefaction, nor are those soils which are above the historic static groundwater table. (SoCal Geotechnical, 2022a, p. 12)

The general liquefaction susceptibility of the Project Site was determined by research of the San Bernardino County Land Use Plan, General Plan, Geologic Hazard Overlays. Map FH28C for the Guasti 7.5-Minute Quadrangle indicates that the Project Site is not located within an area of liquefaction susceptibility. (SoCal Geotechnical, 2022a, p. 12)

3. Unstable Soils and Slopes

The Project Site slopes gently to the south-southeast at a gradient of less than 1 percent. There is no evidence of historical landslides or rockfalls on the Project Site (CGS, 2021). As such, the Project Site is not susceptible to seismically-induced landslides and rockfalls.

D. Slope and Instability Hazards

1. Soil Erosion

Erosion is the movement of rock and soil due to water, wind, and gravity. Soil erosion may be a slow process that continues relatively unnoticed, or it may occur quickly, causing loss of topsoil. The rate and magnitude of soil erosion by water is controlled by rainfall intensity and runoff, soil texture and cohesion, slope gradient and length, and vegetation cover. The young alluvial sediment and wind-

blown sand underlying the Project Site are generally granular, poorly consolidated, and very susceptible to erosion. Grading increases the potential for erosion by removing protective vegetation, changing natural drainage patterns, and constructing slopes. (Ontario, 2022b, p. 5.7-16)

2. Settlement Potential

Settlement refers to unequal compression of a soil foundation, shrinkage, or undue loads being applied to a building after its initial construction that affects the soil foundation. According to Southern California Geotechnical, the potential for seismically induced settlement is considered low (SoCal Geotechnical, 2022a, p. 10).

3. Shrinkage/Subsidence Potential

Subsidence is a gradual settling or sudden sinking of the ground surface (i.e, loss of elevation). The principal causes of subsidence are aquifer-system compaction, drainage of organic soils, underground mining, and natural compaction. Shrinkage is the reduction in volume in soil as the water content of the soil drops (i.e., loss of volume). According to Southern California Geotechnical, the potential for subsidence to affect the Project Site is considered low (SoCal Geotechnical, 2022a, p. 10).

4. Soil Expansion Potential

Expansive soils are soils that exhibit cyclic shrink and swell patterns in response to variations in moisture. Sites with expansive soils (expansion index>20) require special attention during project design and maintenance. According to Southern California Geotechnical, the near-surface soils on the Project Site consist of sands and silty sands with no appreciable clay content. These materials have been visually classified as non-expansive. Therefore, no design considerations related to expansive soils are considered warranted for the Project Site. (SoCal Geotechnical, 2022a, p. 13)

5. Landslide Potential

The Project Site slopes gently to the south-southeast at a gradient of less than 1 percent. There is no evidence of historical landslides or rockfalls on the Project Site (CGS, 2021). As such, the Project Site is not susceptible to seismically-induced landslides and rockfalls.

E. Paleontological Setting

1. Regional Setting

The City of Ontario is underlain by sediments less than 11,000 years old (Holocene) and deposited either by water or wind. In general, the alluvial fan sediments are coarse grained in the northern part of the City and consist of various mixtures of sand, gravel, and cobbles. Moving south away from the mountains, the sediments gradually become finer grained, consisting primarily of silt, silty clay, and silty sand. Generally, soils with faster infiltration rates, higher levels of organic matter, and improved soil structure, such as sand, sandy loam, and loam-textured soils have a greater resistance to erosion than silt, very fine sand, and certain-clay textured soils. (Ontario, 2022b, p. 5.7-5)

The possibility of finding additional paleontological resources within City boundaries is moderate to high. Geologic maps indicate that the City is situated on surface exposures of recent alluvium. These sediments have low potential to yield fossil resources or to contain significant nonrenewable paleontological resources. However, these recent sediments overlie older Pleistocene sediments with high potential to contain paleontological resources. Older Pleistocene alluvial sediments have yielded significant fossils of extinct plants and animals elsewhere in the Inland Empire. These older sediments, often found at depths of 10 feet or more below the ground surface, have yielded the fossil remains of plants and extinct terrestrial Pleistocene vertebrates. Significant vertebrate fossils from this age include Ice Age mammals such as camels, mammoths, mastodons, and ground sloths (Ontario, 2022b, p. 5.7-17)

2. Project Site Conditions

The Project Site is underlain by Young Eolian Deposits (Qye) and Very Young Alluvial Fan Deposits (Qf). Qye are wind-deposited Holocene sediments consisting of silt and fine- to medium-grained sand which are generally about 10 feet thick and are underlain by alluvial fan deposits. Qf are Late Holocene and consist predominantly of sand, gravel, cobbles, and boulders that form the active and recently active portions of the fan. These deposits are generally unconsolidated to slightly consolidated, and where they have not been graded, they have a network of braided channels on the surface (Ontario, 2022b, p. 5.7-5 through 5.7-7).

4.5.2 Regulatory Setting

The following is a brief description of the federal, State, and local environmental laws and related regulations governing issues related to geology, soils, and paleontological resources.

A. Federal Plans, Policies, and Regulations

1. Clean Water Act

The Clean Water Act (CWA) establishes the basic structure for regulating discharges of pollutants into the waters of the United States and regulating quality standards for surface waters. The basis of the CWA was enacted in 1948 and was called the Federal Water Pollution Control Act, but the Act was substantially reorganized and expanded in 1972. "Clean Water Act" became the Act's common name with amendments in 1972. Under the CWA, the Environmental Protection Agency (EPA) has implemented pollution control programs such as setting wastewater standards for industry, and also has set water quality standards for all contaminants in surface waters. The CWA made it unlawful to discharge any pollutant from a point source into navigable waters, unless a permit was obtained. EPA's National Pollutant Discharge Elimination System (NPDES) permit program controls discharges. Point sources are discrete conveyances such as pipes or man-made ditches. Individual homes that are connected to a municipal system, use a septic system, or do not have a surface discharge do not need an NPDES permit; however, industrial, municipal, and other facilities must obtain permits if their discharges go directly to surface waters. (EPA, 2020e)

2. Paleontological Resources Preservation Act

The Paleontological Resources Preservation Act (PRPA) was signed into law on March 30, 2009 (Public Law 111-11, Title VI, Subtitle D; 16 U.S.C. §§ 470aaa - 470aaa-11). PRPA directs the Department of Agriculture (U.S. Forest Service) and the Department of the Interior (National Park Service, Bureau of Land Management, Bureau of Reclamation, and Fish and Wildlife Service) to implement comprehensive paleontological resource management programs. Section 6310 of PRPA specifically states, "As soon as practical after the date of enactment of this Act, the Secretary shall issue such regulations as are appropriate to carry out this subtitle, providing opportunities for public notice and comment." (NPS, n.d.)

B. State Plans, Policies, and Regulations

1. Alquist-Priolo Earthquake Fault Zoning Act (A-P Act)

The Alquist-Priolo Earthquake Fault Zoning Act (A-P Act) was passed in 1972 to mitigate the hazard of surface faulting to structures for human occupancy. The A-P Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. The A-P Act only addresses the hazard of surface fault rupture and is not directed toward other earthquake hazards. (CA Legislative Info, n.d.)

The A-P Act requires the State Geologist to establish regulatory zones (known as Earthquake Fault Zones) around the surface traces of active faults and to issue appropriate maps. "Earthquake Fault Zones" were called "Special Studies Zones" prior to January 1, 1994. The maps are distributed to all affected cities, counties, and state agencies for their use in planning and controlling new or renewed construction. Local agencies must regulate most development projects within the zones. Projects include all land divisions and most structures for human occupancy. Single family wood-frame and steel-frame dwellings up to two stories not part of a development of four units or more are exempt. However, local agencies can be more restrictive than state law requires. (CA Legislative Info, n.d.)

Before a project can be permitted, cities and counties must require a geologic investigation to demonstrate that proposed buildings will not be constructed across active faults. An evaluation and written report of a specific site must be prepared by a licensed geologist. If an active fault is found, a structure for human occupancy cannot be placed over the trace of the fault and must be set back from the fault (generally 50 feet). (CA Legislative Info, n.d.)

2. Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act (SHMA) of 1990 (Public Resources Code, Chapter 7.8, § 2690-2699.6) directs the Department of Conservation, California Geological Survey to identify and map areas prone to liquefaction, earthquake-induced landslides, and amplified ground shaking. The purpose of the SHMA is to minimize loss of life and property through the identification, evaluation, and mitigation of seismic hazards. (CDC, n.d.)

Staff geologists in the Seismic Hazards Program gather existing geological, geophysical, and geotechnical data from numerous sources to produce the Seismic Hazard Zone Maps. They integrate and interpret these data regionally in order to evaluate the severity of the seismic hazards and designate as Zones of Required Investigation (ZORI) those areas prone to liquefaction and earthquake–induced landslides. Cities and counties are then required to use the Seismic Hazard Zone Maps in their land use planning and building permit processes. (CDC, n.d.)

The SHMA requires site-specific geotechnical investigations be conducted within the ZORI to identify and evaluate seismic hazards and formulate mitigation measures prior to permitting most developments designed for human occupancy. (CDC, n.d.)

3. Natural Hazards Disclosure Act

The Natural Hazards Disclosure Act, effective June 1, 1998 (as amended June 9, 1998), requires that sellers of real property and their agents provide prospective buyers with a "Natural Hazard Disclosure Statement" when the property being sold lies within one or more state-mapped hazard areas, including a Seismic Hazard Zone. (CA Legislative Info, n.d.)

The law requires the State Geologist to establish regulatory zones (Zones of Required Investigation) and to issue appropriate maps (Seismic Hazard Zone maps). These maps are distributed to all affected cities, counties, and state agencies for their use in planning and controlling construction and development. Single-family wood-frame dwellings up to two stories not part of a development of four or more units are exempt from the state requirements. However, local agencies can be more restrictive than state law requires. (CA Legislative Info, n.d.)

Before a development permit can be issued or a subdivision approved, cities and counties must require a site-specific investigation to determine whether a significant hazard exists at the Site and, if so, recommend measures to reduce the risk to an acceptable level. The investigation must be performed by state-licensed engineering geologist and/or civil engineer. (CA Legislative Info, n.d.)

4. Essentials Services Building Seismic Safety Act

In 1986, the California Legislature determined that buildings providing essential services should be capable of providing those services to the public after a disaster. Their intent in this regard was defined in legislation known as the Essential Services Buildings Seismic Safety Act of 1986 and includes requirements that such buildings shall be "…designed and constructed to minimize fire hazards and to resist…the forces generated by earthquakes, gravity, and winds." This enabling legislation can be found in the California Health and Safety Code, Chapter 2, § 16000 through 16022. In addition, the California Building Code defines how the intent of the act is to be implemented in Title 24, Part 1 of the California Building Standards Administrative Code, Chapter 4, Articles 1 through 3. (CAB, n.d.)

5. California Building Standards Code (Title 24)

California Code of Regulations (CCR) Title 24 is reserved for state regulations that govern the design and construction of buildings, associated facilities, and equipment. These regulations are also known

as building standards (reference California Health and Safety Code § 18909). Health and Safety Code § 18902 gives CCR Title 24 the name California Building Standards Code (CBSC). (CBSC, 2019, p. 1)

The CBSC in CCR Title 24 is published by the California Building Standards Commission and it applies to all building occupancies (see Health and Safety Code §§ 18908 and 18938) throughout the State of California. Cities and counties are required by state law to enforce CCR Title 24 (reference Health and Safety Code §§ 17958, 17960, 18938(b), and 18948). Cities and counties may adopt ordinances making more restrictive requirements than provided by CCR Title 24, because of local climatic, geological, or topographical conditions. Such adoptions and a finding of need statement must be filed with the California Building Standards Commission (Reference Health and Safety Code §§ 17958.7 and 18941.5). (CBSC, 2019, p. 1)

6. California Public Resources Code

Paleontological sites are protected under a wide variety of State policies and regulations in the California Public Resources Code (PRC). In addition, paleontological resources are recognized as nonrenewable resources and receive protection under the PRC and CEQA. PRC Division 5, Chapter 1.7, § 5097.5, and Division Chapter 3, § 30244. This statute prohibits the removal, without permission, of any paleontological site or feature from lands under the jurisdiction of the State or any city, county, district, authority, or public corporation, or any agency thereof. As a result, local agencies are required to comply with PRC 5097.5 for their own activities, including construction and maintenance, as well as for permit actions (e.g., encroachment permits) undertaken by others. PRC § 5097.5 establishes the removal of paleontological resources as a misdemeanor and requires reasonable mitigation of adverse impacts to paleontological resources from developments on public lands (state, county, city, and district). (CA Legislative Info, 2011)

4.5.3 Basis for Determining Significance

Section VI of Appendix G to the CEQA Guidelines addresses typical adverse effects due to geological conditions, and includes the following threshold questions to evaluate the Project's impacts resulting from geologic or soil conditions (OPR, 2019):

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 (1994), creating substantial direct or indirect risks to life or property;

e. *Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water*;

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

4.5.4 IMPACT ANALYSIS

Threshold a:	***Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: 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; strong seismic ground shaking; seismic-related ground failure, including liquefaction; landslides?***

A. Rupture of Known Earthquake Fault

There are no known active or potentially active faults on or trending toward the Project Site. Research of available maps indicates that the Project Site is not located within an Alquist-Priolo Earthquake Fault Zone. No evidence of faulting was identified during the geotechnical investigation. (SoCal Geotechnical, 2022a, p. 10) Because there are no known faults located on or trending towards the Project Site, there is no potential for the Project to directly or indirectly expose people or structures to substantial adverse effects related to ground rupture. Impacts would be less than significant.

B. Strong Seismic Ground Shaking

The Project Site is located in a seismically active area of southern California and is expected to experience moderate to severe ground shaking during the lifetime of the Project. The risk is not substantially different than the risk to other properties throughout the southern California area. As a mandatory condition of Project approval, the Project Applicant would be required to construct the proposed building in accordance with the CBSC and the Ontario Development Code. The CBSC and Ontario Development Code, which have been specifically tailored for California earthquake conditions, provide building standards that must be met to safeguard life or limb, health, property, and public welfare by regulating and controlling the design, construction, quality of materials, use and

occupancy, location, and maintenance of all buildings and structures. In addition, the CBSC (Chapter 18) require development project sites to be evaluated in preliminary soil reports to identify site-specific geologic and seismic conditions and provide site-specific recommendations to preclude adverse effects involving unstable soils and strong seismic ground-shaking, including, but not limited to, recommendations related to ground stabilization, selection of appropriate foundation type and depths, and selection of appropriate structural systems. The Project Applicant retained a professional geotechnical firm, Southern California Geotechnical, to prepare a geotechnical investigation for the Project Site, which is included as *Technical Appendix E1* to this EIR. The geotechnical investigation included recommendations for design, construction, and grading considerations based on the site-specific geological conditions and the Project's specific design. The recommendations included seismic design considerations, geotechnical design considerations, site grading, construction, foundation design and construction, floor slab design and construction, retaining wall design and construction, and pavement design parameters. This geotechnical investigation complies with the requirements of Chapter 18 of the CBSC. With mandatory compliance with these standards and site-specific design and construction measures, implementation of the Project would not directly or indirectly expose people or structures to substantial adverse effects, including loss, injury or death, involving seismic ground shaking. Impacts would be less than significant.

C. Seismic-Related Ground Failure

The Project would be required to be designed and constructed in accordance with applicable seismic safety guidelines, including the standard requirements of the CBSC, as noted above. Furthermore, the Project would be required (via conditions of approval) to comply with the grading and construction recommendations contained within the geotechnical investigation for the Project Site to further reduce the risk of seismic-related ground failure due to liquefaction. Therefore, implementation of the Project would not directly or indirectly expose people or structures to substantial hazards associated with seismic-related ground failure and/or liquefaction hazards. Impacts would be less than significant.

D. Landslides

The Project Site is relatively flat, as is the immediately surrounding area. The Project Site slopes gently to the south-southeast at a gradient of less than 1 percent. There is no evidence of historical landslides or rockfalls on the Project Site (CGS, 2021). The Project includes retaining walls, which would be constructed in accordance with the site-specific recommendations contained within the geotechnical report to ensure their structural soundness. The City would condition the Project to comply with the site-specific design and engineering recommendations contained within the geotechnical investigation to ensure these measures are implemented. Mandatory compliance with the recommendations contained within the Project Site's geotechnical report would ensure that the Project is engineered and constructed to maximize stability and preclude safety hazards to on-site and abutting off-site areas. Accordingly, the Project would not be exposed to substantial landslide risks, and implementation of the Project would not pose a substantial direct or indirect landslide risk to surrounding properties. Impacts would be less than significant.

Threshold b: ***Would the Project result in substantial soil erosion or the loss of topsoil?***

A. Construction-Related Erosion Impacts

Development of the Project would result in the demolition of all structures on-site, and grading and construction activities would occur that would expose and disturb soils that are currently covered by impervious surfaces. Disturbed soils would be subject to potential erosion during rainfall events or high winds due to the removal of stabilizing vegetation and building materials (e.g., existing concrete foundations) and exposure of these erodible materials to wind and water.

Pursuant to the requirements of the State Water Resources Control Board, the Project Applicant would be required to obtain coverage under the State's General Construction Storm Water Permit for construction activities (NPDES permit). The NPDES permit is required for all development projects that include construction activities, such as clearing, grading, and/or excavation, that disturb at least 1 acre of total land area. In addition, the Project would be required to comply with the Santa Ana RWQCB's Santa Ana River Basin Water Quality Control Program. Compliance with the NPDES permit and the Santa Ana River Basin Water Quality Control Program involves the preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP) for construction-related activities. The SWPPP will specify the Best Management Practices (BMPs) that the Project Applicant will be required to implement during construction activities to ensure that waterborne pollution – including erosion/sedimentation – is prevented, minimized, and/or otherwise appropriately treated prior to surface runoff being discharged from the subject property. Examples of BMPs that may be utilized during construction include, but are not limited to, sandbag barriers, geotextiles, storm drain inlet protection, sediment traps, rip rap soil stabilizers, and hydro-seeding. Mandatory compliance with the SWPPP would ensure that the Project's implementation 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 and no mitigation measures would be required.

B. Post-Development Erosion Impacts

Upon Project build-out, the Project Site would be covered by buildings, landscaping, and impervious surfaces. Stormwater runoff from the Project Site would be captured, treated to reduce waterborne pollutants (including sediment), and conveyed off-site via an on-site storm drain system.

The Project would be required to implement erosion control measures pursuant to Ontario Municipal Code Title 6, Chapter 12. During operation of the Project, the Project Applicant would be required to prepare and implement a Water Quality Management Plan (WQMP) to demonstrate compliance with the City's NPDES municipal stormwater permit, and to minimize the release of potential waterborne pollutants, including pollutants of concern for downstream receiving waters. The WQMP is a site-specific post-construction water quality management program designed to address the potential release of pollutants of concern for downstream receiving waters and other water pollutants through the use of BMPs. Implementation of the WQMP ensures on-going, long-term protection of the watershed basin. The Preliminary WQMP for the Project was prepared by Westland and is included as *Technical*

Appendix H2 to this EIR. Because the Project Applicant would be required to utilize erosion and sediment control measures to preclude substantial, long-term soil erosion and loss of topsoil, Project operation would result in less-than-significant impacts related to soil erosion and sedimentation.

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

The Project Site is relatively flat, as is the immediately surrounding area. The Project Site slopes gently to the south-southeast at a gradient of less than 1 percent. There is no evidence of historical landslides or rockfalls on the Project Site (CGS, 2021). As noted in the response to Threshold "a", the Project includes retaining walls and manufactured slopes that would be engineered for structural soundness and constructed in accordance with the site-specific recommendations contained within the geotechnical investigation for the Project. Accordingly, the Project would result in less than significant impacts associated with landslide hazards.

Southern California Geotechnical indicated that there is a low potential for subsidence to affect the Project Site. Removal and recompaction of the near-surface existing soils is estimated to result in an average shrinkage of 5 to 15 percent. Minor ground subsidence is expected to occur in the soils below the zone of removal, due to settlement and machinery working. The subsidence is estimated to be 0.15 feet. The City will condition the Project to comply with the Site-specific ground preparation and construction recommendations contained in the Project's geotechnical report. Based on the foregoing, potential impacts related to soil shrinkage/subsidence and collapse would be less than significant.

Southern California Geotechnical indicated that there is a low potential for lateral spreading to affect the Project Site. Lateral spreading is primarily associated with liquefaction hazards. As noted above under the discussion of Threshold "a," the Project Site is not susceptible to liquefaction. Accordingly, impacts associated with lateral spreading would be less than significant.

Threshold d: ***Would the Project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?***

The near-surface soils consist of sands and silty sands with no appreciable clay content. These materials have been visually classified as non-expansive. Therefore, no design considerations related to expansive soils are considered warranted for this Site. (SoCal Geotechnical, 2022a, p. 13) Accordingly, the Project Site does not contain expansive soils and as such, would not create substantial direct or indirect risks to life or property associated with the presence of expansive soils. No impacts would occur.

Threshold e: ***Would the Project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?***

The Project would connect to an existing sewer line installed beneath Airport Drive. The existing on-site septic systems would be removed and there would be no continued use of Project-site related septic systems upon implementation of the proposed Project. The Project would not utilize septic tanks or alternative wastewater systems. No impact related to the use of alternative waste water systems would thus occur.

Threshold f: ***Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?***

The Project Site is underlain by Young Eolian Deposits (Qye) and Very Young Alluvial Fan Deposits (Qf). Qye are wind-deposited Holocene sediments consisting of silt and fine- to medium-grained sand which are generally about 10 feet thick and are underlain by alluvial fan deposits. Qf are Late Holocene and consist predominantly of sand, gravel, cobbles, and boulders that form the active and recently active portions of the fan. These deposits are generally unconsolidated to slightly consolidated, and where they have not been graded, they have a network of braided channels on the surface (Ontario, 2022b, p. 5.7-5 through 5.7-7).

The possibility of finding additional paleontological resources within City boundaries is moderate to high. However, geologic maps indicate that the Project Site is situated on surface exposures of recent alluvium. These sediments have low potential to yield fossil resources or to contain significant nonrenewable paleontological resources. However, these recent sediments overlie older Pleistocene sediments with high potential to contain paleontological resources. (Ontario, 2022b, p. 5.7-17) In the event that the Project's construction activities encroach into previously undisturbed older alluvium deposits, the Project could result in impacts to important paleontological resources if such resources are unearthed and not properly treated. Therefore, the Project's potential to directly or indirectly destroy a unique paleontological resource buried beneath the ground surface is determined to be a potentially significant impact and mitigation is required.

4.5.5 Cumulative Impact Analysis

With the exception of erosion hazards, potential hazardous effects related to geologic and soil conditions addressed under Thresholds "a," "c," "d," and "e" are unique to the Project Site, and inherently restricted to the specific property proposed for development. That is, issues including fault rupture, seismic ground shaking, liquefaction, landslides, and expansive soils would involve effects to (and not from) a proposed development project, are specific to conditions on the subject property, and are not influenced or exacerbated by the geologic and/or soil hazards that may occur on other, off-site properties. Further, as noted in the foregoing analysis, all potential Project-related direct and indirect impacts related to potential hazardous effects related to geologic and soil conditions would be precluded through mandatory conformance with the CBSC, Ontario Development Code, other standard regulatory requirements, and the site-specific geotechnical recommendations contained within the

Project's geotechnical investigation, which will be incorporated into the Project's design via conditions of approval. Because of the site-specific nature of these potential hazards and the measures to address them, there would be no direct or indirect connection to similar potential issues or cumulative effects to or from other properties.

As discussed under Threshold "b", regulatory requirements mandate that the Project incorporate design measures during construction and long-term operation to ensure that significant erosion impacts do not occur. Other development projects in the vicinity of the Project Site would be required to comply with the same regulatory requirements as the Project to preclude substantial adverse water and wind erosion impacts. Because the Project and other projects within the cumulative study area would be subject to similar mandatory regulatory requirements to control erosion hazards during construction and long-term operation, cumulative impacts associated with wind and water erosion hazards would be less than significant.

The Project's potential to result in cumulative impacts to paleontological resources (Threshold "f") is similar to that of other projects located in the region that are underlain by older alluvial soils. Because the older alluvial soils present on the Project Site contain high paleontological sensitivity and because this geologic layer is present throughout the City of Ontario and southern California, the potential to impact paleontological resources is a cumulatively-considerable impact for which mitigation is required.

4.5.6 Significance of Impacts Before Mitigation

Threshold a: Less-than-Significant Impact. Implementation of the Project would not expose people or structures to substantial direct or indirect adverse effects related to liquefaction or fault rupture. The Project Site is subject to seismic ground shaking associated with earthquakes; however, mandatory compliance with local and State regulatory requirements and building codes would ensure that the Project minimizes potential hazards related to seismic ground shaking to less-than-significant levels.

Threshold b: Less-than-Significant Impact. Implementation of the Project would not result in substantial soil erosion or loss of topsoil. The Project Applicant would be required to obtain a NPDES permit for construction activities and adhere to a SWPPP, and prepare an erosion control plan to minimize water and wind erosion. Following completion of development, the Project's owner or operator would be required by law to implement a PWQMP during operation, which would preclude substantial erosion impacts in the long-term.

Threshold c: Less-than-Significant Impact. There is no potential for the Project's construction or operation to cause, or be impacted by, on- or off-site landslides or lateral spreading. Potential hazards associated with unstable soils would be precluded through mandatory adherence to the recommendations contained in the site-specific geotechnical report during Project construction.

Threshold d: No Impact. The Project Site contains soils that are classified as non-expansive. Therefore, the Project Site does not contain expansive soils and as such, would not create substantial direct or

indirect risks to life or property associated with the presence of expansive soils. No impact would occur.

Threshold e: No Impact. No septic tanks or alternative wastewater disposal systems are proposed to be used as part of the Project. Accordingly, no impact would occur with soil compatibility for waste water disposal systems.

Threshold f: Significant Direct and Cumulatively Considerable Impact. The Project would not impact any known paleontological resource or unique geological feature. However, the Project Site is underlain by older alluvium soils with a high sensitivity for paleontological resources. Accordingly, construction activities on the Project Site have the potential to unearth and adversely impact paleontological resource that may be buried beneath the ground surface.

4.5.7 MITIGATION

MM 4.5-1 Prior to the issuance of a grading permit, the Project Applicant shall provide evidence to the City of Ontario that a qualified paleontologist ("paleontologist") has been retained by the Project Applicant or contractor to conduct monitoring of excavation activities in olde alluvium soils and has the authority to halt and redirect earthmoving activities in the event that suspected paleontological resources are unearthed.

MM 4.5-2 The paleontologist shall conduct full-time monitoring during grading and excavation operations in undisturbed Holocene and late Pleistocene old alluvial fan deposits starting at a depth of five (5) feet below the existing ground surface. The paleontologist shall be equipped to salvage fossils if they are unearthed to avoid construction delays and to remove samples of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates. The paleontologist shall be empowered to temporarily halt or divert equipment to allow for the removal of abundant and large specimens in a timely manner. Monitoring may be reduced if the potentially fossiliferous units are not present in the subsurface, or if present, are determined upon exposure and examination by the paleontologist to have a low potential to contain or yield fossil resources.

MM 4.5-3 Recovered specimens shall be properly prepared to a point of identification and permanent preservation, including screen washing sediments to recover small invertebrates and vertebrates, if necessary. Identification and curation of specimens into the collections of the Division of Geological Sciences, San Bernardino County Museum, shall be required for discoveries of significance as determined by the paleontological monitor.

MM 4.5-4 A final monitoring and mitigation report of findings and significance shall be prepared, including lists of all fossils recovered, if any, and necessary maps and graphics to

accurately record the original location of the specimens. The report shall be submitted to the City of Ontario prior to issuance of the first occupancy permit.

4.5.8 Significance of Impacts After Mitigation

Threshold f: Less-than-Significant Impact with Mitigation Incorporated. MMs 4.5-1 through 4.5-4 would ensure the proper identification and subsequent treatment of any paleontological resources that may be encountered during ground-disturbing activities associated with implementation of the proposed Project. Therefore, with implementation of MMs 4.5-1 through 4.5-4, the Project's potential impact to paleontological resources would be reduced to less-than-significant.

4.6 GREENHOUSE GAS EMISSIONS

The analysis provided in this subsection evaluates the Project's potential to generate greenhouse gas (GHG) emissions that could contribute substantially to Global Climate Change (GCC) and its associated environmental effects. This analysis is based on a report prepared by Urban Crossroads, Inc. titled, "5355 East Airport Drive Greenhouse Gas Analysis," dated August 30, 2022 (Urban Crossroads, 2022d). The GHG analysis report (GHGA) is included as *Technical Appendix F* to this EIR. All references used in this subsection are listed in EIR Section 7.0, *References*.

4.6.1 EXISTING CONDITIONS

A. Introduction to Global Climate Change

GCC is defined as the change in average meteorological conditions on the earth with respect to temperature, precipitation, and storms. Many scientists believe that the climate shift taking place since the Industrial Revolution is occurring at a quicker rate and magnitude than in the past. Scientific theory suggests that GCC is the result of increased concentrations of GHGs in the earth's atmosphere, including carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), and fluorinated gases. Scientists believe that this increased rate of climate change is the result of GHGs resulting from human activity and industrialization over the past 200 years. (Urban Crossroads, 2022d, p. 16)

An individual project like the Project evaluated in this EIR cannot generate enough GHG emissions to affect a discernible change in global climate. However, the Project may participate in the potential for GCC by its incremental contribution of GHGs combined with the cumulative increase of all other sources of GHGs, which when taken together constitute potential influences on GCC. (Urban Crossroads, 2022d, p. 16)

B. Greenhouse Gases

CO_2, CH_4, and N_2O emissions are the focus of evaluation in this subsection because these gases are the primary contributors to GCC from development projects. Although there are other substances such as fluorinated gases that also contribute to GCC, these fluorinated gases were not evaluated as their sources are not well-defined and do not contain accepted emissions factors or methodology to accurately calculate these gases. (Urban Crossroads, 2022d, p. 16)

A global warming potential (GWP) value indicates the amount of warming a gas causes over a given period of time and represents the potential of a gas to trap heat in the atmosphere. Individual GHGs have varying GWP values, as assigned by the Intergovernmental Panel on Climate Change (IPCC). The atmospheric lifetime and GWP of selected GHGs are summarized in Table 4.6-1, *GWP and Atmospheric Lifetime of Select GHGs.* GWP values range from 1 for CO_2 up to 23,900 for Sulfur Hexafluoride (SF_6). (Urban Crossroads, 2022d, p. 23)

Provided below is a description of the various gases that contribute to GCC. For more information about these gases and their associated human health effects, reefer to Section 2.3 of *Technical Appendix F* and the references sources cited therein.

Table 4.6-1 GWP and Atmospheric Lifetime of Select GHGs

Gas	Atmospheric Lifetime (years)	GWP (100-year time horizon)	
		2nd Assessment Report	5th Assessment Report
CO_2	See*	1	1
CH_4	12 .4	21	28
N_2O	121	310	265
HFC-23	222	11,700	12,400
HFC-134a	13.4	1,300	1,300
HFC-152a	1.5	140	138
SF_6	3,200	23,900	23,500

*As per Appendix 8.A. of IPCC's 5th Assessment Report, no single lifetime can be given.
Adapted from Table 2.14 of the IPCC Fourth Assessment Report, 2007
(Urban Crossroads, 2022d, p. 23)

- **Water Vapor (H_2O)** is the most abundant, important, and variable GHG in the atmosphere. Changes in its concentration are primarily considered to be a result of climate feedbacks related to the warming of the atmosphere rather than a direct result of industrialization. As the temperature of the atmosphere rises, more water is evaporated from ground storage (rivers, oceans, reservoirs, soil). Because the air is warmer, the relative humidity can be higher (in essence, the air is able to 'hold' more water when it is warmer), leading to more water vapor in the atmosphere. As a GHG, the higher concentration of water vapor is then able to absorb more thermal indirect energy radiated from the Earth, thus further warming the atmosphere. The warmer atmosphere can then hold more water vapor and so on and so on. This is referred to as a "positive feedback loop." The extent to which this positive feedback loop would continue is unknown as there are also dynamics that hold the positive feedback loop in check. As an example, when water vapor increases in the atmosphere, more of it would eventually condense into clouds, which are more able to reflect incoming solar radiation (thus allowing less energy to reach the earth's surface and heat it up). There are no known direct health effects related to water vapor; however, certain pollutants can dissolve in water vapor and the water vapor can then act as a pollutant-carrying agent. (Urban Crossroads, 2022d, p. 17)

- **Carbon Dioxide (CO_2)** is an odorless and colorless GHG that is emitted from natural and man-made sources. Natural sources include: the decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic outgassing. Since the industrial revolution began in the mid-1700s, the sort of human activity that increases GHG emissions has increased dramatically in scale and distribution. As an example, prior to the industrial revolution, CO2 concentrations were fairly stable at 280 parts per million (ppm). Today, they are around 370 ppm, an increase of more than 30%. Exposure to CO_2 in high concentrations can cause adverse human health effects, but

outdoor (atmospheric levels) are not high enough to be detrimental to human health. (Urban Crossroads, 2022d, p. 18)

- **Methane (CH_4)** is an extremely effective absorber of radiation, although its atmospheric concentration is less than CO2 and its lifetime in the atmosphere is brief (10-12 years), compared to other GHGs. Over the last 50 years, human activities such as growing rice, raising cattle, using natural gas, and mining coal have added to the atmospheric concentration of CH_4. Other man-made sources include fossil-fuel combustion and biomass burning. Exposure to elevated levels of CH_4 can cause asphyxiation, loss of consciousness, headache and dizziness, nausea and vomiting, weakness, loss of coordination, and an increased breathing rate. (Urban Crossroads, 2022d, p. 19)

- **Nitrous Oxide (N_2O)** concentrations began to rise at the beginning of the industrial revolution. N_2O is produced by microbial processes in soil and water, including those reactions which occur in fertilizer containing nitrogen. N_2O can cause dizziness, euphoria, and sometimes slight hallucinations. In small doses, it is considered harmless; however, in some cases, heavy and extended use can cause Olney's Lesions (brain damage). (Urban Crossroads, 2022d, p. 19)

- **Chlorofluorocarbons (CFCs)** are gases formed synthetically by replacing all hydrogen atoms in CH_4 or ethane (C_2H_6) with chlorine and/or fluorine atoms. CFCs are nontoxic, nonflammable, insoluble and chemically unreactive in the troposphere (the level of air at the earth's surface). CFCs have no natural source but were first synthesized in 1928. They were used for refrigerants, aerosol propellants and cleaning solvents. Due to the discovery that they are able to destroy stratospheric ozone, a global effort to halt their production was undertaken and was extremely successful, so much so that levels of the major CFCs are now remaining steady or declining. However, their long atmospheric lifetimes mean that some of the CFCs would remain in the atmosphere for over 100 years. (Urban Crossroads, 2022d, p. 20)

- **Hydrofluorocarbons (HFCs)** are synthetic, man-made chemicals that are used as a substitute for CFCs. Out of all the GHGs, they are one of three groups with the highest global warming potential. HFCs are manmade for applications such as automobile air conditioners and refrigerants. No health effects are known to result from exposure to HFCs. (Urban Crossroads, 2022d, p. 21)

- **Perfluorocarbons (PFCs)** are primarily produced for aluminum production and semiconductor manufacture. PFCs have stable molecular structures and do not break down through chemical processes in the lower atmosphere. High-energy ultraviolet rays, which occur about 60 kilometers above earth's surface, are able to destroy the compounds. Because of this, PFCs have exceptionally long lifetimes, between 10,000 and 50,000 years.

No health effects are known to result from exposure to PFCs. (Urban Crossroads, 2022d, p. 21)

- **Sulfur Hexafluoride (SF_6)** an inorganic, odorless, colorless, nontoxic, nonflammable gas. It also has the highest GWP of any gas evaluated (23,900). SF_6 is used for insulation in electric power transmission and distribution equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas for leak detection. In high concentrations in confined areas, the gas presents the hazard of suffocation because it displaces the oxygen needed for breathing. (Urban Crossroads, 2022d, p. 21)

- **Nitrogen Trifluoride (NF_3)** is a colorless gas with a distinctly moldy odor. NF_3 is used in industrial processes and is produced in the manufacturing of semiconductors, Liquid Crystal Display (LCD) panels, types of solar panels, and chemical lasers. Long-term or repeated exposure may affect the liver and kidneys and may cause fluorosis. (Urban Crossroads, 2022d, p. 22)

C. Greenhouse Gas Emissions Inventory

1. Global and National

Worldwide anthropogenic GHG emissions are tracked by the IPCC for industrialized nations (referred to as Annex I) and developing nations (referred to as Non-Annex I). Human GHG emissions data for Annex I nations are available through 2018. Based on the latest available data, the sum of these emissions totaled approximately 28,768,440 gigagram (Gg) CO_2e (equivalent). The United States is the world's second-largest emitter of GHGs, producing 6,676,650 Gg of CO_2e in 2018. (Urban Crossroads, 2022d, p. 23-24)

2. State of California

California has significantly slowed the rate of growth of GHG emissions due to the implementation of energy efficiency programs as well as adoption of strict emission controls but is still a substantial contributor to the U.S. emissions inventory total. The California Air Resource Board (CARB) compiles GHG inventories for the State of California. Based upon the 2021 GHG inventory data (i.e., the latest year for which data are available) for the 2000-2019 GHG emissions period, California emitted an average 418.2 million metric tons of CO_2e per year ($MMTCO_2e/yr$) or 418,200 Gg CO_2e (6.26% of the total United States GHG emissions). (Urban Crossroads, 2022d, p. 24)

3. Project Site

The Project Site is currently occupied and operating as a grain processing company and a corn storage and distribution facility. Sources of existing GHG emissions on the Project Site include mobile source, area source, energy source, water usage, waste, and refrigerants. The estimated GHG emissions from existing uses on the Project Site is 1,645.77 metric tons of CO_2 equivalent ($MTCO_2e$) (Urban Crossroads, 2022d, p. 49).

D. Potential Effects of Climate Change in California

1. Public Health

Higher temperatures may increase the frequency, duration, and intensity of conditions conducive to air pollution formation. For example, days with weather conducive to ozone formation could increase from 25 to 35% under the lower warming range to 75 to 85% under the medium warming range. In addition, if global background ozone levels increase as predicted in some scenarios, it may become impossible to meet local air quality standards. Air quality could be further compromised by increases in wildfires, which emit fine particulate matter that can travel long distances, depending on wind conditions. Based on Our Changing Climate Assessing the Risks to California by the California Climate Change Center, large wildfires could become up to 55% more frequent if GHG emissions are not significantly reduced. (Urban Crossroads, 2022d, p. 24)

In addition, under the higher warming range scenario, there could be up to 100 more days per year with temperatures above 90 degrees F in Los Angeles and 95 degrees F in Sacramento by 2100. This is a substantial increase over historical patterns and approximately twice the increase projected if temperatures remain within or below the lower warming range. Rising temperatures could increase the risk of death from dehydration, heat stroke/exhaustion, heart attack, stroke, and respiratory distress caused by extreme heat. (Urban Crossroads, 2022d, p. 24-25)

2. Water Resources

A vast network of man-made reservoirs and aqueducts captures and transports water throughout the state from northern California rivers and the Colorado River. The current distribution system relies on Sierra Nevada snowpack to supply water during the dry spring and summer months. Rising temperatures, potentially compounded by decreases in precipitation, could severely reduce spring snowpack, increasing the risk of summer water shortages. (Urban Crossroads, 2022d, p. 25)

If temperatures continue to increase, more precipitation could fall as rain instead of snow, and the snow that does fall could melt earlier, reducing the Sierra Nevada spring snowpack by as much as 70 to 90%. Under the lower warming range scenario, snowpack losses could be only half as large as those possible if temperatures were to rise to the higher warming range. How much snowpack could be lost depends in part on future precipitation patterns, the projections for which remain uncertain. However, even under the wetter climate projections, the loss of snowpack could pose challenges to water managers and hamper hydropower generation. (Urban Crossroads, 2022d, p. 25)

The State's water supplies are also at risk from rising sea levels. An influx of saltwater could degrade California's estuaries, wetlands, and groundwater aquifers. Saltwater intrusion caused by rising sea levels is a major threat to the quality and reliability of water within the southern edge of the Sacramento/San Joaquin River Delta – a major fresh water supply. (Urban Crossroads, 2022d, p. 25)

3. *Agriculture*

Increased temperatures could cause widespread changes to the agriculture industry reducing the quantity and quality of agricultural products statewide. First, California farmers could possibly lose as much as 25% of the water supply needed. Although higher CO_2 levels can stimulate plant production and increase plant water-use efficiency, California's farmers could face greater water demand for crops and a less reliable water supply as temperatures rise. Crop growth and development could change, as could the intensity and frequency of pest and disease outbreaks. Rising temperatures could aggravate ozone pollution, which makes plants more susceptible to disease and pests and interferes with plant growth. Plant growth tends to be slow at low temperatures, increasing with rising temperatures up to a threshold. However, faster growth can result in less-than-optimal development for many crops, so rising temperatures could worsen the quantity and quality of yield for a number of California's agricultural products. Products likely to be most affected include wine grapes, fruits, and nuts. (Urban Crossroads, 2022d, p. 25)

In addition, continued GCC could shift the ranges of existing invasive plants and weeds and alter competition patterns with native plants. Range expansion could occur in many species while range contractions may be less likely in rapidly evolving species with significant populations already established. Should range contractions occur, new or different weed species could fill the emerging gaps. Continued GCC could alter the abundance and types of many pests, lengthen pests' breeding season, and increase pathogen growth rates. (Urban Crossroads, 2022d, p. 26)

4. *Forest and Landscape Effects*

GCC has the potential to intensify the current threat to forests and landscapes by increasing the risk of wildfire and altering the distribution and character of natural vegetation. If temperatures rise into the medium warming range, the risk of large wildfires in California could increase by as much as 55%, which is almost twice the increase expected if temperatures stay in the lower warming range. Since wildfire risk is determined by a combination of factors, including precipitation, winds, temperature, and landscape and vegetation conditions, future risks would not be uniform throughout the state. In contrast, wildfires in northern California could increase by up to 90% due to decreased precipitation. Moreover, continued GCC has the potential to alter natural ecosystems and biological diversity within the state. For example, alpine and subalpine ecosystems could decline by as much as 60 to 80% by the end of the century as a result of increasing temperatures. The productivity of the state's forests has the potential to decrease as a result of GCC. (Urban Crossroads, 2022d, p. 26)

5. *Rising Sea Levels*

Rising sea levels, more intense coastal storms, and warmer water temperatures could increasingly threaten the state's coastal regions. Under the higher warming range scenario, sea level is anticipated to rise 22 to 35 inches by 2100. Elevations of this magnitude would inundate low-lying coastal areas with saltwater, accelerate coastal erosion, threaten vital levees and inland water systems, and disrupt wetlands and natural habitats. Under the lower warming range scenario, sea level could rise 12-14 inches. (Urban Crossroads, 2022d, p. 26)

4.6.2 Regulatory Setting

The following is a brief description of the federal, state, and local environmental laws and related regulations related to GHG emissions.

A. International Plans, Policies, and Regulations

1. Kyoto Protocol

The Kyoto Protocol is an international agreement linked to the United Nations Framework Convention on Climate Change, which commits its Parties by setting internationally binding emission reduction targets. Recognizing that developed countries are principally responsible for the current high levels of GHG emissions in the atmosphere as a result of more than 150 years of industrial activity, the Protocol places a heavier burden on developed nations under the principle of "common but differentiated responsibilities." (UNFCCC, n.d.)

The Kyoto Protocol was adopted in Kyoto, Japan, on December 11, 1997 and entered into force on February 16, 2005. The detailed rules for the implementation of the Protocol were adopted at Conference of the Parties (COP) 7 in Marrakesh, Morocco, in 2001, and are referred to as the "Marrakesh Accords." Its first commitment period started in 2008 and ended in 2012. (UNFCCC, n.d.)

On December 8, 2012, in Doha, Qatar, the "Doha Amendment to the Kyoto Protocol" was adopted. The amendment includes:

- New commitments for Annex I Parties to the Kyoto Protocol who agreed to take on commitments in a second commitment period from January 1, 2013 to December 31, 2020;
- A revised list of greenhouse gases (GHG) to be reported on by Parties in the second commitment period; and
- Amendments to several articles of the Kyoto Protocol which specifically referenced issues pertaining to the first commitment period and which needed to be updated for the second commitment period. (UNFCCC, n.d.)

On December 21, 2012, the amendment was circulated by the Secretary-General of the United Nations, acting in his capacity as Depositary, to all Parties to the Kyoto Protocol in accordance with Articles 20 and 21 of the Protocol. (UNFCCC, n.d.)

During the first commitment period, 37 industrialized countries and the European Community committed to reduce GHG emissions to an average of five percent against 1990 levels. During the second commitment period, Parties committed to reduce GHG emissions by at least 18 percent below 1990 levels in the eight-year period from 2013 to 2020; however, the composition of Parties in the second commitment period is different from the first. (UNFCCC, n.d.)

2. The Paris Agreement

The Paris Agreement builds upon the Convention and – for the first time – brings all nations into a common cause to undertake ambitious efforts to combat climate change and adapt to its effects, with

enhanced support to assist developing countries to do so. As such, it charts a new course in the global climate effort. (UNFCCC, n.d.)

The Paris Agreement's central aim is to strengthen the global response to the threat of climate change by keeping a global temperature rise this century well below 2 degrees Celsius above pre-industrial levels and to pursue efforts to limit the temperature increase even further to 1.5 degrees Celsius. Additionally, the agreement aims to strengthen the ability of countries to deal with the impacts of climate change. To reach these ambitious goals, appropriate financial flows, a new technology framework and an enhanced capacity building framework will be put in place, thus supporting action by developing countries and the most vulnerable countries, in line with their own national objectives. The Agreement also provides for enhanced transparency of action and support through a more robust transparency framework. (UNFCCC, n.d.)

The Paris Agreement requires all Parties to put forward their best efforts through "nationally determined contributions" (NDCs) and to strengthen these efforts in the years ahead. This includes requirements that all Parties report regularly on their emissions and on their implementation efforts. (UNFCCC, n.d.)

In 2018, Parties will take stock of the collective efforts in relation to progress towards the goal set in the Paris Agreement and to inform the preparation of NDCs. There will also be a global stock-taking every five years to assess the collective progress towards achieving the purpose of the Agreement and to inform further individual actions by Parties. (UNFCCC, n.d.)

The Paris Agreement entered into force on November 4, 2016, thirty days after the date on which at least 55 Parties to the Convention accounting in total for at least an estimated 55% of the total global greenhouse gas emissions have deposited their instruments of ratification, acceptance, approval, or accession with the Depositary. (UNFCCC, n.d.)

On June 1, 2017, President Trump announced he would begin the process of withdrawing the United States from the Paris Agreement. In accordance with articles within the Paris Agreement, the earliest effective date for the United States' withdrawal from the Agreement was November 4, 2020, at which time the withdraw became official. On January 20, 2021, President Biden signed the executive order for the United States to rejoin the Paris Agreement, which became official on February 19, 2021.

B. Federal Plans, Policies, and Regulations

1. Clean Air Act

Coinciding with the 2009 meeting of international leaders in Copenhagen, on December 7, 2009, the EPA issued an Endangerment Finding under § 202(a) of the Clean Air Act (CAA), opening the door to federal regulation of GHGs. The Endangerment Finding notes that GHGs threaten public health and welfare and are subject to regulation under the CAA. To date, the EPA has not promulgated regulations on GHG emissions, but it has begun to develop them. (EPA, 2020a; DOJ, 2015)

Previously the EPA had not regulated GHGs under the CAA because it asserted that the Act did not authorize it to issue mandatory regulations to address Global Climate Change (GCC) and that such regulation would be unwise without an unequivocally established causal link between GHGs and the increase in global surface air temperatures. In *Massachusetts v. Environmental Protection Agency et al.* (127 S. Ct. 1438 [2007]); however, the U.S. Supreme Court held that GHGs are pollutants under the CAA and directed the EPA to decide whether the gases endangered public health or welfare. The EPA had also not moved aggressively to regulate GHGs because it expected Congress to make progress on GHG legislation, primarily from the standpoint of a cap-and-trade system. However, proposals circulated in both the House of Representative and Senate have been controversial and it may be some time before the U.S. Congress adopts major climate change legislation. The EPA's Endangerment Finding paves the way for federal regulation of GHGs with or without Congress. (EPA, 2020a; DOJ, 2015)

C. State Plans, Policies, and Regulations

1. Title 24 Building Energy Standards

The California Energy Commission (CEC) first adopted Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations, Title 24, Part 6) in 1978 in response to a legislative mandate to reduce energy consumption in the state. Although not originally intended to reduce GHG emissions, increased energy efficiency, and reduced consumption of electricity, natural gas, and other fuels would result in fewer GHG emissions from residential and nonresidential buildings subject to the standard. The standards are updated periodically to allow for the consideration and inclusion of new energy efficiency technologies and methods. The latest revisions (2019 Building Energy Efficiency Standards) became effective on January 1, 2020. The 2019 Building Energy Efficiency Standards are 7% more efficient than the previous (2016) Building Energy Efficiency Standards for residential construction and 30% more efficient than the previous Standards for non-residential construction. (The 2016 Building Energy Efficiency Standards already were 28% more efficient for residential construction and 5% more efficient for nonresidential construction than the 2013 Building Energy Efficiency Standards they replaced.) (CEC, 2018)

Part 11 of Title 24 is referred to as the California Green Building Standards Code (CALGreen Code). The purpose of the CALGreen Code is to "improve public health, safety and general welfare by enhancing the design and construction of buildings through the use of building concepts having a positive environmental impact and encouraging sustainable construction practices in the following categories: 1) Planning and design; 2) Energy efficiency; 3) Water efficiency and conservation; 4) Material conservation and resource efficiency; and 5) Environmental air quality." The CALGreen Code is not intended to substitute or be identified as meeting the certification requirements of any green building program that is not established and adopted by the California Building Standards Commission (CBSC). Unless otherwise noted in the regulation, all newly constructed buildings in California are subject of the requirements of the CALGreen Code. (CEC, 2018)

As previously stated, the Title 24 Energy Efficiency Standards and CALGreen Code are updated on a regular basis, with the most recent approved updates consisting of the 2022 Energy Efficiency

Standards and 2022 CALGreen Code, which will become effective on January 1, 2023. Non-residential mandatory measures included in the 2022 CALGreen Code include:

- Short-term bicycle parking. If the new project or an additional alteration is anticipated to generate visitor traffic, provide permanently anchored bicycle racks within 200 feet of the visitors' entrance, readily visible to passers-by, for 5% of new visitor motorized vehicle parking spaces being added, with a minimum of one two-bike capacity rack (5.106.4.1.1).

- Long-term bicycle parking. For new buildings with tenant spaces that have 10 or more tenant-occupants, provide secure bicycle parking for 5% of the tenant-occupant vehicular parking spaces with a minimum of one bicycle parking facility (5.106.4.1.2).

- Designated parking for clean air vehicles. In new projects or additions to alterations that add 10 or more vehicular parking spaces, provide designated parking for any combination of low-emitting, fuel-efficient and carpool/van pool vehicles as shown in Table 5.106.5.2 (5.106.5.2).

- EV charging stations. New construction shall facilitate the future installation of EV supply equipment. The compliance requires empty raceways for future conduit and documentation that the electrical system has adequate capacity for the future load. The number of spaces to be provided for is contained in Table 5.106. 5.3.3 (5.106.5.3). Additionally, Table 5.106.5.4.1 specifies requirements for the installation of raceway conduit and panel power requirements for medium- and heavy-duty electric vehicle supply equipment for warehouses, grocery stores, and retail stores.

- Outdoor light pollution reduction. Outdoor lighting systems shall be designed to meet the backlight, uplight and glare ratings per Table 5.106.8 (5.106.8).

- Construction waste management. Recycle and/or salvage for reuse a minimum of 65% of the nonhazardous construction and demolition waste in accordance with Section 5.408.1.1. 5.405.1.2, or 5.408.1.3; or meet a local construction and demolition waste management ordinance, whichever is more stringent (5.408.1).

- Excavated soil and land clearing debris. 100% of trees, stumps, rocks and associated vegetation and soils resulting primarily from land clearing shall be reuse or recycled. For a phased project, such material may be stockpiled on site until the storage site is developed (5.408.3).

- Recycling by Occupants. Provide readily accessible areas that serve the entire building and are identified for the depositing, storage, and collection of non-hazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, organic waste, and metals or meet a lawfully enacted local recycling ordinance, if more restrictive (5.410.1).

- Water conserving plumbing fixtures and fittings. Plumbing fixtures (water closets and urinals) and fittings (faucets and showerheads) shall comply with the following:

    - Water Closets. The effective flush volume of all water closets shall not exceed 1.28 gallons per flush (5.303.3.1)

    - Urinals. The effective flush volume of wall-mounted urinals shall not exceed 0.125 gallons per flush (5.303.3.2.1). The effective flush volume of floor- mounted or other urinals shall not exceed 0.5 gallons per flush (5.303.3.2.2).

    - Showerheads. Single showerheads shall have a minimum flow rate of not more than 1.8 gallons per minute and 80 psi (5.303.3.3.1). When a shower is served by more than one showerhead, the combine flow rate of all showerheads and/or other shower outlets controlled by a single valve shall not exceed 1.8 gallons per minute at 80 psi (5.303.3.3.2).

    - Faucets and fountains. Nonresidential lavatory faucets shall have a maximum flow rate of not more than 0.5 gallons per minute at 60 psi (5.303.3.4.1). Kitchen faucets shall have a maximum flow rate of not more than 1.8 gallons per minute of 60 psi (5.303.3.4.2). Wash fountains shall have a maximum flow rate of not more than 1.8 gallons per minute (5.303.3.4.3). Metering faucets shall not deliver more than 0.20 gallons per cycle (5.303.3.4.4). Metering faucets for wash fountains shall have a maximum flow rate not more than 0.20 gallons per cycle (5.303.3.4.5).

- Outdoor potable water uses in landscaped areas. Nonresidential developments shall comply with a local water efficient landscape ordinance or the current California Department of Water Resources' Model Water Efficient Landscape Ordinance (MWELO), whichever is more stringent (5.304.1).

- Water meters. Separate submeters or metering devices shall be installed for new buildings or additions in excess of 50,000 sf or for excess consumption where any tenant within a new building or within an addition that is project to consume more than 1,000 gallons per day (GPD) (5.303.1.1 and 5.303.1.2).

- Outdoor water uses in rehabilitated landscape projects equal or greater than 2,500 sf. Rehabilitated landscape projects with an aggregate landscape area equal to or greater than 2,500 sf requiring a building or landscape permit (5.304.3).

- Commissioning. For new buildings 10,000 sf and over, building commissioning shall be included in the design and construction processes of the building project to verify that the building systems and components meet the owner's or owner representative's project requirements (5.410.2).

2. *California Assembly Bill No. 1493 (AB 1493)*

AB 1493 required the CARB to adopt the nation's first GHG emission standards for automobiles. On September 24, 2009, CARB adopted amendments to the "Pavley" regulations that reduce GHG emissions in new passenger vehicles from model year 2009 through 2016. These amendments were part of California's commitment toward a nation-wide program to reduce new passenger vehicle GHGs from 2012 through 2016. CARB's September amendments cement California's enforcement of the Pavley rule starting in 2009 while providing vehicle manufacturers with new compliance flexibility. The amendments also prepare California to harmonize its rules with the federal rules for passenger vehicles. (CARB, n.d.)

The U.S. EPA granted California the authority to implement GHG emission reduction standards for new passenger cars, pickup trucks, and sport utility vehicles on June 30, 2009. The first California request to implement GHG standards for passenger vehicles, known as a waiver request, was made in December 2005, and was denied by the EPA in March 2008. That decision was based on a finding that California's request to reduce GHG emissions from passenger vehicles did not meet the CAA requirement of showing that the waiver was needed to meet "compelling and extraordinary conditions." (CARB, n.d.)

CARB's Board originally approved regulations to reduce GHGs from passenger vehicles in September 2004, with the regulations to take effect in 2009. These regulations were authorized by the 2002 legislation Assembly Bill 1493 (Pavley). (CARB, n.d.)

The regulations had been threatened by automaker lawsuits and were stalled by the EPA's delay in reviewing and then initially denying California's waiver request. The parties involved entered a May 19, 2009 agreement to resolve these issues. With the granting of the waiver on June 30, 2009, it is expected that the Pavley regulations reduced GHG emissions from California passenger vehicles by about 22% in 2012 and about 30% in 2016, all while improving fuel efficiency and reducing motorists' costs. (CARB, n.d.)

The CARB has adopted a new approach to passenger vehicles – cars and light trucks – by combining the control of smog-causing pollutants and greenhouse gas emissions into a single coordinated package of standards. The new approach also includes efforts to support and accelerate the numbers of plug-in hybrids and zero-emission vehicles in California. (CARB, n.d.)

3. *Executive Order S-3-05*

Executive Order (EO) S-3-05 documents GHG emission reduction goals, creates the Climate Action Team and directs the Secretary of the California EPA to coordinate efforts with meeting the GHG reduction targets with the heads of other state agencies. The EO requires the Secretary to report back to the Governor and Legislature biannually to report: progress toward meeting the GHG goals; GHG impacts to California; and applicable Mitigation and Adaptation Plans. EO S-3-05 goals for GHG emissions reductions include: reducing GHG emissions to 2000 levels by the year 2010; reducing GHG

emissions to 1990 levels by the year 2020; and reducing GHG emissions to 80 percent below 1990 levels by 2050. (CA State Library, 2005)

4. California Assembly Bill 32 – Global Warming Solutions Act of 2006

In September 2006, Governor Schwarzenegger signed Assembly Bill 32 (AB 32), the California Global Warming Solutions Act of 2006. AB 32 requires California to reduce its GHG emissions to 1990 levels by 2020, which represents a reduction of approximately 15 percent below emissions expected under a "business as usual" scenario. Pursuant to AB 32, the CARB must adopt regulations to achieve the maximum technologically feasible and cost-effective GHG emission reductions. The full implementation of AB 32 will help mitigate risks associated with climate change, while improving energy efficiency, expanding the use of renewable energy resources, cleaner transportation, and reducing waste. (CARB, 2018)

AB 32 specifically required that CARB do the following: (CARB, 2018)

- Prepare and approve a Scoping Plan for achieving the maximum technologically feasible and cost-effective reductions in GHG emissions from sources or categories of sources of GHGs by 2020, and update the Scoping Plan every five years.
- Maintain and continue reductions in emissions of GHG beyond 2020.
- Identify the statewide level of GHG emissions in 1990 to serve as the emissions limit to be achieved by 2020.
- Identify and adopt regulations for discrete early actions that could be enforceable on or before January 1, 2010.
- Adopt a regulation that establishes a system of market-based declining annual aggregate emission limits for sources or categories of sources that emit GHG emissions.
- Convene an Environmental Justice Advisory Committee to advise the Board in developing and updating the Scoping Plan and any other pertinent matter in implementing AB 32.
- Appoint an Economic and Technology Advancement Advisory Committee to provide recommendations for technologies, research, and GHG emission reduction measures.

5. CARB's 2017 Scoping Plan

In November 2007, CARB completed its estimated calculations of Statewide 1990 GHG levels. Net emission 1990 levels were estimated at 427 million metric tons (MMTs) (emission sources by sector were: transportation – 35%; electricity generation – 26%; industrial – 24%; residential – 7%; agriculture – 5%; and commercial – 3%). Accordingly, 427 million metric tons of carbon dioxide equivalent ($MMTCO_2e$) equivalent was established as the emissions limit for 2020. For comparison, CARB's estimate for baseline GHG emissions was 473 $MMTCO_2e$ for 2000 and without emissions reduction measures 2010 emissions were projected to be 532 $MMTCO_2e$. "Business as usual" conditions (without the reductions to be implemented by CARB regulations) for 2020 were projected to be 596 $MMTCO_2e$. (CARB, 2007)

AB 32 required CARB to develop a Scoping Plan which lays out California's strategy for meeting the goals. The Scoping Plan must be updated every 5 years. In December 2008, CARB approved the initial

Scoping Plan, which included a suite of measures to sharply cut GHG emissions. Table 4.6-2, *Scoping Plan GHG Reduction Measures Towards 2020 Target*, shows the proposed reductions from regulations and programs outlined in the Scoping Plan. While local government operations were not accounted for in achieving the Year 2020 emissions reduction, local land use changes are estimated to result in a reduction of 5 $MMTCO_2e$, which is approximately 3% of the 2020 GHG emissions reduction goal. In recognition of the critical role local governments will play in successful implementation of AB 32, CARB is recommending GHG reduction goals of 15% of 2006 levels by 2020 to ensure that municipal and community-wide emissions match the State's reduction target. According to the Measure Documentation Supplement to the Scoping Plan, local government actions and targets are anticipated to reduce vehicle miles by approximately 2% through land use planning, resulting in a potential GHG reduction of 2 $MMTCO_2e$ (or approximately 1.2% of the GHG reduction target). (CARB, 2018)

Overall, CARB determined that achieving the 1990 emission level in 2020 would require a reduction in GHG emissions of approximately 28.5% in the absence of new laws and regulations (referred to as "Business-As-Usual" [BAU]). The Scoping Plan evaluates opportunities for sector-specific reductions, integrates all CARB and Climate Action Team (CAT) early actions and additional GHG reduction measures, identifies additional measures to be pursued as regulations, and outlines the role of the cap-and-trade program.

Table 4.6-2 Scoping Plan GHG Reduction Measures Towards 2020 Target

Recommended Reduction Measures	*Reductions Counted toward 2020 Target of 169 MMT CO2e*	*Percentage of Statewide 2020 Target*
Cap and Trade Program and Associated Measures		
California Light-Duty Vehicle GHG Standards	31.7	19%
Energy Efficiency	26.3	16%
Renewable Portfolio Standard (33 percent by 2020)	21.3	13%
Low Carbon Fuel Standard	15	9%
Regional Transportation-Related GHG Targets[1]	5	3%
Vehicle Efficiency Measures	4.5	3%
Goods Movement	3.7	2%
Million Solar Roofs	2.1	1%
Medium/Heavy Duty Vehicles	1.4	1%
High Speed Rail	1.0	1%
Industrial Measures	0.3	0%
Additional Reduction Necessary to Achieve Cap	34.4	20%
Total Cap and Trade Program Reductions	146.7	87%
Uncapped Sources/Sectors Measures		
High Global Warming Potential Gas Measures	20.2	12%
Sustainable Forests	5	3%
Industrial Measures (for sources not covered under cap and trade program)	1.1	1%
Recycling and Waste (landfill methane capture)	1	1%
Total Uncapped Sources/Sectors Reductions	27.3	16%
Total Reductions Counted toward 2020 Target	174	100%
Other Recommended Measures – Not Counted toward 2020 Target		
State Government Operations	1.0 to 2.0	1%
Local Government Operations	To Be Determined[2]	NA
Green Buildings	26	15%
Recycling and Waste	9	5%
Water Sector Measures	4.8	3%
Methane Capture at Large Dairies	1	1%
Total Other Recommended Measures – Not Counted toward 2020 Target	42.8	NA

Source: CARB. 2008, MMTons CO2e: million metric tons of CO2e
[1]Reductions represent an estimate of what may be achieved from local land use changes. It is not the SB 375 regional target.
[2]According to the Measure Documentation Supplement to the Scoping Plan, local government actions and targets are anticipated to reduce vehicle miles by approximately 2 percent through land use planning, resulting in a potential GHG reduction of 2 million metric tons of CO2e (or approximately 1.2 percent of the GHG reduction target). However, these reductions were not included in the Scoping Plan reductions to achieve the 2020 Target

When the 2020 emissions level projection also was updated to account for implemented regulatory measures, including Pavley (vehicle model-years 2009 - 2016) and the renewable portfolio standard (12% - 20%), the 2020 projection in the BAU condition was reduced further to 507 metric tons of carbon dioxide equivalent ($MTCO_2e$). As a result, based on the updated economic and regulatory data, CARB determined that achieving the 1990 emissions level in 2020 would now only require a reduction

of GHG emissions of 80 $MTCO_2e$, or approximately 16 percent (down from 28.5%), from the BAU condition.

In May 2014, CARB approved the First Update to the Climate Change Scoping Plan (Update), which builds upon the initial Scoping Plan with new strategies and recommendations. The Update highlights California's progress toward meeting the near-term 2020 GHG emission reduction goals, highlights the latest climate change science and provides direction on how to achieve long-term emission reduction goal described in Executive Order S-3-05. The Update recalculates 1990 GHG emissions using new global warming potentials identified in the IPCC Fourth Assessment Report released in 2007. Using those Global Warming Potentials (GWPs), the 427 $MTCO_2e$ 1990 emissions level and 2020 GHG emissions limit identified in the 2008 Scoping Plan would be slightly higher, at 431 $MTCO_2e$. Based on the revised 2020 emissions level projection identified in the 2011 Final Supplement and the updated 1990 emissions levels identified in the discussion draft of the First Update, achieving the 1990 emissions level in 2020 would require a reduction of 78 $MTCO_2e$ (down from 509 $MTCO_2e$), or approximately 15.3% (down from 28.5%), from the BAU condition. (CARB, 2018; CARB, 2017)

In January 2017, CARB released the draft Second Update to the Scoping Plan, which identifies the State's post-2020 reduction strategy. The Second Update would reflect the 2030 target of a 40% reduction below 1990 levels, set by Senate Bill (SB) 32. Key GHG emissions reductions programs that the draft Second Update proposes to build upon include the Cap-and-Trade Regulation, the Low Carbon Fuel Standard, and much cleaner cars, trucks and freight movement, utilizing cleaner, renewable energy, and strategies to reduce methane emissions from agricultural and other wastes. The 2017 Scoping Plan Update was finalized in November 2017 and approved by the CARB on December 14, 2017. (CARB, 2017)

6. CARB's 2022 Scoping Plan

On December 15, 2022, CARB adopted the 2022 Scoping Plan for Achieving Carbon Neutrality. The 2022 Scoping Plan builds on the 2017 Scoping Plan as well as the requirements set forth by AB 1279, which directs the State to become carbon neutral no later than 2045. To achieve this statutory objective, the 2022 Scoping Plan lays out how California can reduce GHG emissions by 85% below 1990 levels and achieve carbon neutrality by 2045. The Scoping Plan scenario to do this is to "deploy a broad portfolio of existing and emerging fossil fuel alternatives and clean technologies, and align with statutes, Executive Orders, Board direction, and direction from the governor." The 2022 Scoping Plan sets one of the most aggressive approaches to reach carbon neutrality in the world. Unlike the 2017 Scoping Plan, CARB no longer includes a numeric per capita threshold and instead advocates for compliance with a local GHG reduction strategy (CAP) consistent with CEQA Guidelines Section 15183.5. (CARB, 2022a)

The key elements of the 2022 CARB Scoping Plan focus on transportation - the regulations that will impact this sector are adopted and enforced by CARB on vehicle manufacturers and outside the jurisdiction and control of local governments. As stated in the Plan's executive summary: "The major element of this unprecedented transformation is the aggressive reduction of fossil fuels wherever they

are currently used in California, building on and accelerating carbon reduction programs that have been in place for a decade and a half. That means rapidly moving to zero-emission transportation; electrifying the cars, buses, trains, and trucks that now constitute California's single largest source of planet-warming pollution." "[A]pproval of this plan catalyzes a number of efforts, including the development of new regulations as well as amendments to strengthen regulations and programs already in place, not just at CARB but across state agencies." (CARB, 2022a)

Included in the 2022 Scoping Plan is a set of Local Actions (Appendix D to the 2022 Scoping Plan) aimed at providing local jurisdictions with tools to reduce GHGs and assist the State in meeting the ambitious targets set forth in the 2022 Scoping Plan. Appendix D to the 2022 Scoping Plan includes a section on evaluating plan-level and project-level alignment with the State's Climate Goals in CEQA GHG analyses. In this section, CARB identifies several recommendations and strategies that should be considered for new development in order to determine consistency with the 2022 Scoping Plan. Notably, this section is focused on Residential and Mixed-Use Projects, in fact CARB states in Appendix D (page 4): "…focuses primarily on climate action plans (CAPs) and local authority over new residential development. It does not address other land use types (e.g., industrial) or air permitting." (CARB, 2022b)

7. California Senate Bill No. 1368 (SB 1368)

In 2006, the State Legislature adopted Senate Bill (SB) 1368 (Perata, Chapter 598, Statutes of 2006), which directs the California Public Utilities Commission (CPUC) to adopt a GHG emission performance standard (EPS) for the future power purchases of California utilities. SB 1368 seeks to limit carbon emissions associated with electrical energy consumed in California by forbidding procurement arrangements for energy longer than five years from resources that exceed specified emissions criteria. Accordingly, SB 1368 effectively prevents California's utilities from investing in, otherwise financially supporting, or purchasing power from new coal plants located in or out of the State. SB 1368 will lead to dramatically lower GHG emissions associated with California energy demand. (CEC, n.d.)

8. Executive Order S-01-07

Executive Order (EO) S-01-07 is effectively known as the Low Carbon Fuel Standard (LCFS). The Executive Order seeks to reduce the carbon intensity of California's passenger vehicle fuels by at least 10% by 2020. The LCFS requires fuel providers in California to ensure that the mix of fuel they sell into the California market meet, on average, a declining standard for GHG emissions measured in CO_2e grams per unit of fuel energy sold. (CA State Library, 2007)

9. Senate Bill 1078

Senate Bill (SB) 1078 establishes the California Renewables Portfolio Standard Program, which required electric utilities and other entities under the jurisdiction of the California Public Utilities Commission to meet 20% of their renewable power by December 31, 2017 for the purposes of increasing the diversity, reliability, public health, and environmental benefits of the energy mix. (CA Legislative Info, n.d.)

10. Senate Bill 107

SB 107 directed California Public Utilities Commission's Renewable Energy Resources Program to increase the amount of renewable electricity (Renewable Portfolio Standard) generated per year, from 17% to an amount that equals at least 20% of the total electricity sold to retail customers in California per year by December 31, 2010. (CA Legislative Info, n.d.)

11. Executive Order S-14-08

On November 17, 2008, Governor Schwarzenegger signed Executive Order S-14-08, revising California's existing Renewable Portfolio Standard (RPS) upward to require all retail sellers of electricity to serve 33% of their load from renewable energy sources by 2020. In order to meet this new goal, a substantial increase in the development of wind, solar, geothermal, and other "RPS eligible" energy projects will be needed. Executive Order S-14-08 seeks to accelerate such development by streamlining the siting, permitting, and procurement processes for renewable energy generation facilities. To this end, S-14-08 issues two directives: 1) the existing Renewable Energy Transmission Initiative will identify renewable energy zones that can be developed as such with little environmental impact, and 2) the California Energy Commission (CEC) and the California Department of Fish and Wildlife (CDFW) will collaborate to expedite the review, permitting, and licensing process for proposed RPS-eligible renewable energy projects. (CA State Library, 2008)

12. Senate Bill 97

By enacting SB 97 in 2007, California's lawmakers expressly recognized the need to analyze GHGs as a part of the CEQA process. SB 97 required the Governor's Office of Planning and Research (OPR) to develop, and the Natural Resources Agency to adopt, amendments to the CEQA Guidelines addressing the analysis and mitigation of greenhouse gas emissions. Those CEQA Guidelines amendments clarified several points, including the following: (CA Legislative Info, n.d.)

- Lead agencies must analyze the GHG emissions of proposed projects, and must reach a conclusion regarding the significance of those emissions. (See CEQA Guidelines § 15064.4.)
- When a project's GHG emissions may be significant, lead agencies must consider a range of potential mitigation measures to reduce those emissions. (See CEQA Guidelines § 15126.4(c).)
- Lead agencies must analyze potentially significant impacts associated with placing projects in hazardous locations, including locations potentially affected by climate change. (See CEQA Guidelines § 15126.2(a).)
- Lead agencies may significantly streamline the analysis of GHGs on a project level by using a programmatic GHG emissions reduction plan meeting certain criteria. (See CEQA Guidelines § 15183.5(b).)
- CEQA mandates analysis of a proposed project's potential energy use (including transportation-related energy), sources of energy supply, and ways to reduce energy demand, including through the use of efficient transportation alternatives. (See CEQA Guidelines, Appendix F.)

As part of the administrative rulemaking process, the Natural Resources Agency developed a Final Statement of Reasons explaining the legal and factual bases, intent, and purpose of the CEQA

Guidelines amendments. The amendments to the CEQA Guidelines implementing SB 97 became effective on March 18, 2010. (CA Legislative Info, n.d.)

Of note, the new guidelines state that a lead agency shall have discretion to determine whether to use a quantitative model or methodology, or in the alternative, rely on a qualitative analysis or performance-based standards. Pursuant to CEQA Guidelines § 15064.4(a), "A lead agency shall have discretion to determine, in the context of a particular project, whether to: 1) Use a model or methodology to quantify greenhouse gas emissions resulting from a project, and which model or methodology to use; or 2) Rely on a qualitative analysis or performance-based standards." (CA Legislative Info, n.d.)

CEQA emphasizes that the effects of greenhouse gas emissions are cumulative, and should be analyzed in the context of CEQA's requirements for cumulative impacts analysis. (See CEQA Guidelines § 15130(f)).

§ 15064.4(b) of the guidelines provides direction for lead agencies for assessing the significance of impacts of greenhouse gas emissions:

1. The extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting;
2. Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project; or
3. The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions. Such regulations or requirements must be adopted by the relevant public agency through a public review process and must include specific requirements that reduce or mitigate the project's incremental contribution of greenhouse gas emissions. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding compliance with the adopted regulations or requirements, an EIR must be prepared for the project.

The CEQA Guideline amendments do not identify a threshold of significance for GHG emissions, nor do they prescribe assessment methodologies or specific mitigation measures. Instead, they call for a "good-faith effort, based on available information, to describe, calculate or estimate the amount of greenhouse gas emissions resulting from a project." The amendments encourage lead agencies to consider many factors in performing a CEQA analysis and preserve lead agencies' discretion to make their own determinations based upon substantial evidence. The amendments also encourage public agencies to make use of programmatic mitigation plans and programs from which to tier when they perform individual project analyses.

13. Senate Bill 375

The Sustainable Communities and Climate Protection Act of 2008 (Sustainable Communities Act, SB 375, Chapter 728, Statutes of 2008) supports the State's climate action goals to reduce greenhouse gas

(GHG) emissions through coordinated transportation and land use planning with the goal of more sustainable communities. (CARB, n.d.)

Under the Sustainable Communities Act, CARB sets regional targets for GHG emissions reductions from passenger vehicle use. In 2010, CARB established these targets for 2020 and 2035 for each region covered by one of the State's metropolitan planning organizations (MPO). CARB will periodically review and update the targets, as needed. (CARB, n.d.)

Each of California's MPOs must prepare a "sustainable communities strategy" (SCS) as an integral part of its regional transportation plan (RTP). The SCS contains land use, housing, and transportation strategies that, if implemented, would allow the region to meet its GHG emission reduction targets. Once adopted by the MPO, the RTP/SCS guides the transportation policies and investments for the region. CARB must review the adopted SCS to confirm and accept the MPO's determination that the SCS, if implemented, would meet the regional GHG targets. If the combination of measures in the SCS would not meet the regional targets, the MPO must prepare a separate "alternative planning strategy" (APS) to meet the targets. The APS is not a part of the RTP. (CARB, n.d.)

The Sustainable Communities Act also establishes incentives to encourage local governments and developers to implement the SCS or the APS. Developers can get relief from certain environmental review requirements under CEQA if their new residential and mixed-use projects are consistent with a region's SCS (or APS) that meets the targets (see Cal. Public Resources Code §§ 21155, 21155.1, 21155.2, 21159.28.). (CARB, n.d.)

14. Executive Order B-30-15

On April 29, 2015, Governor Brown issued Executive Order B-30-15, which sets a goal to reduce GHG emissions in California to 40 percent below 1990 levels by 2030. The 2030 target serves as a benchmark goal on the way to achieving the GHG reductions goal set by former Governor Schwarzenegger via Executive Order S-3-05 (i.e., 80% below 1990 greenhouse gas emissions levels by 2050). (CA State Library, 2015)

15. Senate Bill 32

On September 8, 2016, Governor Brown signed the Senate Bill (SB) 32 and its companion bill, Assembly Bill (AB) 197. SB 32 requires the state to reduce statewide GHG emissions to 40% below 1990 levels by 2030, a reduction target that was first introduced in Executive Order B-30-15. The new legislation builds upon the AB 32 goal of 1990 levels by 2020 and provides an intermediate goal to achieving S-3-05, which sets a statewide greenhouse gas reduction target of 80% below 1990 levels by 2050. (CA Legislative Info, n.d.)

D. Local Plans, Policies, and Regulations

1. City of Ontario Community Climate Action Plan

The Community Climate Action Plan (CCAP) contains further guidance on the City of Ontario's GHG Inventory reduction goals, policies, guidelines, and implementation programs. The purpose of the CCAP is to provide guidance on how to analyze GHG emissions and determine significance during the CEQA review of proposed development projects within the City of Ontario. The CCAP builds upon the Reduction Plan to address City-specific information and City-specific GHG reduction measures. To address the state's requirement to reduce GHG emissions, the CCAP was prepared with the goal of reducing GHG emissions within the City by 15% below 2008 levels by the year 2020. The City's target is consistent with the AB 32 target and ensures that the City of Ontario achieves GHG reductions locally that complement and are consistent with state efforts to reduce GHG emissions.

As part of the CCAP, the City of Ontario published a guidance document titled "Greenhouse Gas Emissions, CEQA Thresholds and Screening Tables" (December 2014). As part of this guidance, the CCAP determined that if GHG emissions of a given project exceeds 3,000 $MTCO_2e$/yr, then project emissions would need to be reduced by 25% when compared to year 2008 emissions levels. Alternatively, the project would need to achieve a minimum of 100 points pursuant to measures identified in the Screening Tables.

The 2022 update to the Ontario Plan includes an update to the City's CCAP which was originally adopted on December 16, 2014. As stated in The Ontario Plan 2050 Draft Supplemental Environmental Impact Report (SEIR), the measures included in the 2022 update to the CCAP are not substantially different than that of the 2014 CCAP and therefore there is no change in the environmental impacts associated with the CCAP. As such, it is appropriate for the proposed Project to rely on the CEQA Thresholds and Screening Tables that were adopted under the 2014 CCAP, since the 2022 update to the CCAP does not contain measures that would be substantially different than the 2014 CCAP.

4.6.3 Basis for Determining Significance

In order to assess the significance of a proposed Project's environmental impacts it is necessary to identify quantitative or qualitative thresholds which, if exceeded, would constitute a finding of significance. While estimated Project-related GHG emissions can be quantified, the direct impacts of such emissions on GCC and global warming cannot be determined on the basis of available science. There is no evidence at this time that would indicate that the emissions from a project the size of the proposed Project would directly or indirectly affect the global climate given the small size of the Project compared to the cumulative size and scale of all sources of GHG across the globe.

AB 32 states, in part, that "[g]lobal warming poses a serious threat to the economic well-being, public health, natural resources, and the environment of California." Because global warming is the result of GHG emissions, and GHGs are emitted by innumerable sources worldwide, the proposed Project would have no potential to result in a direct impact to global warming; rather, Project-related contributions to GCC, if any, only have potential significance on a cumulative basis. Therefore, the

analysis below focuses on the Project's potential to contribute to GCC in a cumulatively considerable way.

Section VII of Appendix G to the CEQA Guidelines indicate that a project would result in a significant impact on climate change if a project were to (OPR, 2019):

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 emissions of greenhouse gases?*

4.6.4 Impact Analysis

Threshold a: ***Would the Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?***

As previously stated, SEIR prepared for The Ontario Plan 2050 identifies that the measures included in the 2022 update to the CCAP are not substantially different than that of the 2014 CCAP and therefore there is no change in the environmental impacts associated with the CCAP. As such, and consistent with the 2014 CCAP, this analysis relies on the 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. (Urban Crossroads, 2022d, p. 51)

The annual GHG emissions associated with the operation of the proposed Project are summarized in Table 4.6-3, *Project GHG Emissions*. As shown, construction and operation of the Project would generate a total of approximately 4,236.54 $MTCO_2e$/yr. GHG emissions from existing land uses on the Project Site were subtracted from the Project's gross emissions to determine the net (or new) emissions attributed to the Project. Construction and operation of the Project less emissions from the existing on-site uses would result a net total of new GHG emissions of approximately 2,590.77 $MTCO_2e$/yr, which would fall below the significance threshold of 3,000 $MTCO_2e$/yr; therefore, Project-related GHG emissions are considered less than significant. (Urban Crossroads, 2022d, p. 59)

Table 4.6-3 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	30.43	6.67E-04	3.33E-04	0.01	30.77
Mobile Source	1,536.00	0.11	0.18	2.15	1,596.00
Area Source	5.48	0.00	0.00	0.00	5.64

Emission Source	Emissions (MT/yr)				
	CO_2	CH_4	N_2O	Refrigerants	Total CO_2e
Energy Source	847.00	0.08	0.00	0.00	850.00
Water Usage	88.10	2.04	0.05	0.00	154.00
Waste	22.70	2.27	0.00	0.00	79.30
Refrigerants	0.00	0.00	0.00	1,078.00	1,078.00
TRU Source					156.68
On-Site Equipment					286.15
Total CO_2e (All Sources)	**4,236.54**				
Subtraction of Emissions from Existing Land Uses	*-1,645.77*				
Total Net CO_2e (All Sources)	**2,590.77**				

(Urban Crossroads, 2022d, p. 58)

Threshold b: ***Would the Project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?***

The Project's consistency with the City's CCAP, AB 32 and SB 32 are discussed below. It should be noted that the Project's consistency with the SB 32 (2017 Scoping Plan) also satisfies consistency with AB 32 since the 2017 Scoping Plan is based on the overall targets established by AB 32. Consistency with the 2008 Scoping Plan is not necessary, since the target year for the 2008 Scoping Plan was 2020, and the Project's buildout year is 2024. As such the 2008 Scoping Plan does not apply and consistency with the 2017 Scoping Plan is relevant. (Urban Crossroads, 2022d, p. 59)

Since the Project does not exceed 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 presumed to be consistent with the City's CCAP. (Urban Crossroads, 2022d, p. 59)

In April 2015, Governor Brown signed EO B-30-15, which advocated for a statewide GHG-reduction target of 40 percent below year 1990 levels by 2030 and 80 percent below 1990 levels by 2050. In September 2016, Governor Brown signed the SB 32. SB 32 formally established a statewide goal to reduce GHG emissions to 40 percent below year 1990 levels by 2030. To date, no statues or regulations have been adopted to translate the year 2050 GHG reduction goal into comparable, scientifically-based statewide emission reduction targets.

CARB prepared the 2017 Scoping Plan Update to identify the measures that would achieve the emissions reduction goals of SB 32 (and, thus, also would achieve the emissions reductions goals of AB 32). Research conducted by the Lawrence Berkeley National Laboratory confirmed that California, under its existing GHG reduction policy framework (i.e., Scoping Plan Update), is on track to meet the year 2030 reduction targets established by the SB 32 (Urban Crossroads, 2022d, p. 37). As explained

in point-by-point detail in Table 4-7 of the Project's GHGA (Refer to *Technical Appendix F*), the Project would not conflict with applicable measures of the 2017 Scoping Plan Update and, therefore, would not interfere with the State's ability to achieve the year GHG-reduction targets established by AB 32 and SB32. Further, recent studies show that the State's existing and proposed regulatory framework will allow the State to reduce its GHG emissions level to 40% below 1990 levels by 2030 (Urban Crossroads, 2022d, p. 59-64)

In relation to CARB's 2022 Scoping Plan, the Project would not impede the State's progress towards carbon neutrality by 2045 under the 2022 Scoping Plan. The Project would be required to comply with applicable current and future regulatory requirements promulgated through the 2022 Scoping Plan. Some of the current transportation sector policies that the Project would comply with (through vehicle manufacturer compliance) include: Advanced Clean Cars II, Advanced Clean Trucks, Advanced Clean Fleets, Zero Emission Forklifts, the Off-Road Zero-Emission Targeted Manufacturer rule, Clean Off-Road Fleet Recognition Program, In-use Off-Road Diesel-Fueled Fleets Regulation, Off-Road Zero-Emission Targeted Manufacturer rule, Clean Off-Road Fleet Recognition Program, Amendments to the In-use Off-Road Diesel-Fueled Fleets Regulation, carbon pricing through the Cap-and-Trade Program, and the Low Carbon Fuel Standard. Further, the Project would be required to comply with applicable elements outlined in the City's CAP. As such, the Project would not be inconsistent with the 2022 Scoping Plan.

As described on the preceding pages, implementation of the Project would not conflict with the State's ability to achieve the State-wide GHG reduction mandates and would be consistent with applicable policies and plans related to GHG emissions reductions. Implementation of the Project would not actively interfere with any future federally-, State-, or locally-mandated retrofit obligations (such as requirements to use new technologies such as diesel particulate filters, emissions upgrades to a higher tier equipment, etc.) enacted or promulgated to legally require development projects to assist in meeting State-adopted GHG emissions reduction targets, including those established under EO S-3-05, EO B-30-15, or SB32. Therefore, the Project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs and would result in a less-than-significant impact.

4.6.5 Cumulative Impact Analysis

GCC occurs as the result of global emissions of GHGs. An individual development project does not have the potential to result in direct and significant GCC-related effects in the absence of cumulative sources of GHGs. The CEQA Guidelines emphasize that the effects of GHG emissions are cumulative and should be analyzed in the context of CEQA's requirements for cumulative impacts analysis (See CEQA Guidelines Section 15130[f]). Accordingly, the analysis provided in subsection 4.6.4 reflects a cumulative impact analysis of the effects related to the Project's GHG emissions, which concludes that the Project would not exceed the applicable threshold of significance and that the Project would not conflict with an applicable GHG-reduction plans, policies, or regulations.

4.6.6 Significance of Impacts Before Mitigation

Threshold a: Less-than-Significant Impact. The Project would not exceed the significance threshold of 3,000 $MTCO_2e$ per year. As such, the Project would generate a less-than-significant volume of GHG emissions and would not have a significant impact on the environment.

Threshold b: Less-than-Significant Impact. The Project would be consistent with or otherwise would not conflict with, applicable regulations policies, plans, and policy goals that would further reduce GHG emissions.

4.6.7 Mitigation

Impacts related to the Project's GHG emissions would be less than significant; therefore, mitigation measures are not required.

4.7 HAZARDS AND HAZARDOUS MATERIALS

This information and analysis presented in this Subsection is based in part on the technical study titled Phase I/Phase II Environmental Site Assessment Report (Phase I/II ESA), dated March 31, 2022, that was prepared by Farallon Consulting, L.L.C. (referenced herein as "Farallon") to determine the presence or absence of hazardous materials on the Project Site under existing conditions. The report is provided as *Technical Appendix G* to this EIR. This Subsection also relies on information from the City's Policy Plan (Ontario, 2022a); The Ontario Plan 2050 SEIR (Ontario, 2022b); Cal Fire – Fire Hazard Severity Zone Map (CAL FIRE, 2008); and Google Earth (Google Earth, 2022). All references used in this Subsection are listed in EIR Section 7.0, *References*.

In this EIR, the term "toxic substance" is defined as a substance that, because of its quantity, concentration, or physical, chemical, or infectious characteristics, may present an unreasonable risk of injury to human health or the environment. Toxic substances include chemical, biological, flammable, explosive, and radioactive substances.

In this EIR, the term "hazardous material" is defined as a substance that, because of its quantity, concentration, or physical, chemical, or infectious characteristics, may: 1) pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, disposed of, or otherwise mismanaged; or 2) cause or contribute to an increase in mortality or an increase in irreversible or incapacitating illness.

Hazardous waste is defined in the California Code of Regulations, Title 22, Section 66261.3. The defining characteristics of hazardous waste are: ignitability (oxidizers, compressed gases, and extremely flammable liquids and solids), corrosivity (strong acids and bases), reactivity (explosives or generates toxic fumes when exposed to air or water), and toxicity (materials listed by the U.S. Environmental Protection Agency (EPA) as capable of inducing systemic damage to humans or animals). Certain wastes are called "Listed Wastes" and are found in the California Code of Regulations, Title 22, Sections 66261.30 through 66261.35. Wastes appear on the lists because of their known hazardous nature or because the processes that generate them are known to produce hazardous wastes (which are often complex mixtures).

4.7.1 EXISTING CONDITIONS

Under existing conditions, the Project Site is developed with a grain processing company (Verhoeven) and a corn storage and distribution facility (The Scoular Company). The eastern portion of the Project Site contains grain storage silos, grain mill area, and five buildings that are used for maintenance and repair, grain storage, and service shop. An office and warehouse building, referred to as "Building A," is located on the southern portion of the Site. The warehouse portion on the northeastern side of Building A contains a service shop for repairing machinery related to the grain mill. Wastes stored in this area include motor oil, hydraulic oil, and gear oil, primarily related to tractor and forklift operation. A maintenance and repair shop, referred to as "Building B," is present on the eastern portion of the Site, and is used for light tractor and forklift service. New and waste vehicle fluids are stored in a hazardous substance storage area on the southwestern interior border of Building B. Additional

structures on the eastern parcel consist of a warehouse referred to as "Building C" on the north-central portion, used for assorted storage; and two grain storage structures on the southeastern and southwestern portions of the parcel, referred to as "Buildings D and E."

The western portion of the Project Site contains enclosed grain storage, with an office trailer. A vehicle wash-down area is also present on the northeastern portion of the Site, and three known septic systems are located beneath the Site: two on the eastern parcel, and one on the western parcel (Farallon, 2022, pp. 2-1). An additional septic system may be located beneath the eastern parcel, which is suspected to be present but not confirmed and cannot be confirmed until subsurface ground disturbance commences as part of the Project's demolition and grading operation.

A. Historical Review, Regulatory Records Review, and Field Reconnaissance

1. Review of Historical Records

Farallon reviewed various sources of information to determine past uses of the Project Site, including historical aerial photographs, historical topographic maps, Environmental Data Resources (EDR) collection of regulatory database records, city directories, historical site occupants, and historical site ownership records. Refer to the Project's Phase I/II ESA (refer to *Technical Appendix G*) for a detailed accounting of Farallon's research procedure.

Topographic maps between 1897 and 1903 did not include much detail regarding the Project Site. The Project Site was used as agricultural or grazing land from at least the late 1930s to the early 1970s. By 1973, the eastern parcel was developed with small grain storage silos and other features associated with milling operations in the grain mill area. In the 1975 aerial photograph, grain appeared to be stockpiled in the southwestern portion of the Project Site in Buildings A through C. By 1985, the grain storage structures, Buildings D and E, were developed. By 2002, the Project Site appeared in its existing configuration. The 2002 aerial photograph shows grain processing operations had expanded to the western parcel, which included the development of three large grain storage silos. The Project Site has been occupied by Verhoeven from 1973 to the present; Chino Grain and Milling, Inc. in 1985; Coast Grain Company between 1990 and 2003; Scoular between 2004 and the present; and JD Heistell and Company in 2009 (Farallon, 2022, pp. 5-1).

2. Regulatory Records Review

Farallon researched federal, State, and local environmental records databases to identify properties with reported environmental issues. A summary of the research results is provided below; the detailed listings of the specific hazardous materials databases the Project Site appears on is provided in Section 6.0 of the Project's Phase I /II ESA.

- JD Heiskell Holdings LLC, former occupant of the Site, was identified on HAZNET, Hazardous Waste Tracking System (HWTS), California Facility Inventory Database (CA FID) Underground Storage Tank (UST), Emissions Inventory Data (EMI), California Integrated Water Quality System (CIWQS), California Environmental Reporting System

(CERS), and Waste Data System (WDS) databases. The listings relate to hazardous material management, air quality permits, records of USTs, and industrial stormwater permits associated with livestock feed manufacturing operations. Hazardous wastes listed as being disposed of between 2003 and 2010 consisted of waste oil and mixed oil, aqueous solution with total organic residues less than 10 percent, other organic solvents, and asbestos-containing waste. No violations were identified in the listings. The listings for the USTs did not provide new information regarding contents, locations, and removal dates of the first-generation USTs.

- George Verhoeven Grain Inc., located on the Site, was identified on Facility Index System (FINDS), Enforcement and Compliance History Online (ECHO), Resource Conservation and Recovery Act (RCRA) non generators (NonGen/NLR), EMI, and CIWQS databases. George Verhoeven Grain Inc. was also identified in the CERS, aboveground storage tank (AST), CERS HAZ WASTE, CERS TANKS, National Pollutant Discharge Elimination System (NPDES), and San Bernadino County Permit databases (listed in the EDR Report under "Coast Grain Inc.)." The listings relate to hazardous material management, air quality permits, ASTs, and industrial stormwater permits associated with grain processing operations. The CERS TANKS listings indicated records of aboveground petroleum storage. No other information regarding ASTs was provided in the EDR database listings. The CERS listing indicated some administrative violations during inspections; however, there were no violations indicating a spill or a release occurred at the Site.

- The Scoular Company, located on the Site, was identified as "John Powell," a manager of Scoular, based on information obtained online, in the HAZNET and HWTS databases. The listings related to hazardous material management between 2006 and 2010. Hazardous wastes in the listing included other organic solids, waste oil and mixed oil, unspecified aqueous solution, and unspecified organic liquid mixture. No violations were identified in the listings.

- Coast Grain Inc./Coast Grain Company, former occupant of the Site, was identified on UST, CERS HAZ WASTE, Statewide Environmental Evaluation and Planning System (SWEEPS) UST, WDS, EMI, HAZNET, and HWTS databases. The listings related to records of USTs, industrial stormwater permits, air quality permits, and hazardous waste management associated with grain processing operations. The SWEEPS UST listing indicated the Site had five registered USTs. No specific information regarding the ASTs or USTs, including tank capacity, contents, or status, was provided in the listings. Hazardous wastes in the listing between 2002 and 2003 included tank bottom waste with halogenated organics.

- G&R Transportation, a freight shipping and trucking company, according to online resources, was listed as being associated with the Site address and identified in the HAULERS database. No pertinent information or violations were identified in the listing. No current or historical information regarding tenants at the Site has indicated G&R

Transportation occupied the Site, and this listing may be incorrectly associated with the Site.

Farallon also searched the GeoTracker database and the California Department of Toxic Substances Control online EnviroStor database (EnviroStor database) for records related to the Site, but found no listings (Farallon, 2022, pp. 6-1 to 6-2).

3. Field Reconnaissance

Farallon conducted an inspection of the Project Site and surrounding area on January 13, 2022 to observe the Site for physical evidence of recognized environmental conditions. Hazardous substances stored within the Building A warehouse on the eastern parcel included small quantities of oils and automotive fluids. The materials were observed to be stored on pallets, with no staining or other evidence of a significant release. Hazardous substances stored within Building B on the eastern parcel included two 55-gallon used oil drums; two 25-gallon grease carts; and a parts washer attached to a 55-gallon drum of Shellsol D43, a petroleum hydrocarbon-based mineral spirit. The materials were observed to be stored on pallets, with no staining or other evidence of a significant release. Hazardous substances within a fire cabinet in the western parcel office trailer included two 5-gallon gasoline canisters. Additional materials stored outside of the fire cabinet included ten 5-gallon pails containing truck lubricants, gear oil, and hydraulic oil; one 25-gallon grease cart; and one 5-gallon pail containing grease. The materials were observed to be stored on pallets, with no staining or other evidence of a significant release. (Farallon, 2022, pp. 8-2)

The eastern parcel is equipped with a vehicle wash-down area with a sump north of Building B, which is asphalt-paved and bermed, and was previously used for truck washing. Property personnel report that truck exteriors were washed in this area on an infrequent basis, and no undercarriage/chassis or engine washing was conducted on the Site. The wash area is equipped with a lined sump connected to an approximately 10,000-gallon AST via underground piping. The AST was empty at the time of the Site visit. Personnel report that the water tank has not been used in at least 11 years. Given the nature of use and that wash water was routed to an AST with no discharge, the vehicle wash-down area is considered a de minimis condition for the Site. (Farallon, 2022, pp. 8-5)

- ❑ Staining and/or Corrosion

Farallon observed incidental petroleum staining on several areas of the Site, generally near petroleum product storage areas. No drains, sumps, clarifiers, or other potential subsurface conduits were observed in these areas. The staining is considered de minimis and does not constitute a recognized environmental condition. (Farallon, 2022, pp. 8-4)

❑ Storage Tank, Vent Pipe, and/or Fuel Port

Four ASTs were present on-site at the time of the field investigation:

- Two 250-gallon, reportedly double-walled diesel ASTs within secondary containment located on the northeastern exterior border of Building A and used for fueling tractors and forklift equipment. One of the ASTs is used by Verhoeven, and the other by Scoular.

- One 220-gallon, reportedly double-walled hydraulic oil AST located on the northeastern exterior border of Building A. This AST is used to provide new hydraulic oil for equipment operation and maintenance.

- One 499-gallon, single-walled propane AST located east of Building C.

The ASTs were observed to be in good condition with de minimis staining to nearby concrete pads, and no evidence of a significant release. (Farallon, 2022, pp. 8-4)

❑ Septic/Sewer System

Sanitary sewage generated at the Site discharges to three known on-site septic systems, two of which are located on the eastern parcel and one of which is located on the western parcel. Property personnel on the western parcel were unaware of the location of the septic systems. An additional septic system may be located beneath the eastern parcel, which is suspected to be present but not confirmed and cannot be confirmed until subsurface ground disturbance commences as part of the Project's demolition and grading operation.

Because on-site septic systems appear to be used for domestic sewer, with limited hazardous material use in the proximity that could be introduced to the septic systems as a release pathway, the presence of the septic systems at Building E, Building A, and on the western parcel is considered a de minimis condition for the Site. Because the septic system east of Building B is connected to a building that has been subject to the use and release of chlorinated solvents, this septic system is considered a recognized environmental condition in connection with the Site. (Farallon, 2022, pp. 8-4)

❑ Transformers

Three pad-mounted transformers were observed on the Site on the western parcel. No staining or leakage was observed in the vicinity of the transformers. Based on the good condition of the equipment, the transformers are not expected to represent a significant environmental concern. (Farallon, 2022, pp. 8-5)

B. Airport Hazards

The Project Site is located approximately 2.7 miles east of the Ontario International Airport (ONT). Under existing conditions, the Project Site is exposed to noise from overflight of aircraft. The Project Site is not located within any ONT Safety Zone.

C. Wildland Fire Hazards

The Project Site is completely surrounded by urbanized land uses and the Site not located adjacent to any wildlands. Additionally, the California Department of Forestry and Fire Protection (Cal Fire) does not identify the Project Site within a very high fire hazard severity zone (CAL FIRE, 2008).

4.7.2 Regulatory Setting

Hazardous materials and hazardous wastes are regulated by various federal, State, and local regulations to protect public health and the environment. This section summarizes the overall regulatory framework governing hazardous materials management that is applicable to the Project and the Project Site.

A. Federal Plans, Policies, and Regulations

1. Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) and Superfund Amendments and Reauthorization Act (SARA)

The Comprehensive Environmental Response, Compensation, and Liability Act, also known as CERCLA or Superfund, provides a Federal "Superfund" to clean up uncontrolled or abandoned hazardous-waste sites as well as accidents, spills, and other emergency releases of pollutants and contaminants into the environment (EPA, 2021d). Through CERCLA, the Environmental Protection Agency (EPA) was given power to seek out those parties responsible for any release and assure their cooperation in the cleanup. EPA cleans up orphan sites when potentially responsible parties cannot be identified or located, or when they fail to act. Through various enforcement tools, EPA obtains private party cleanup through orders, consent decrees, and other small party settlements. EPA also recovers costs from financially viable individuals and companies once a response action has been completed.

EPA is authorized to implement the Act in all 50 states and U.S. territories. Superfund site identification, monitoring, and response activities in states are coordinated through the state environmental protection or waste management agencies.

The Superfund Amendments and Reauthorization Act (SARA) of 1986 reauthorized CERCLA to continue cleanup activities around the country. Several site-specific amendments, definitions clarifications, and technical requirements were added to the legislation, including additional enforcement authorities. Also, Title III of SARA authorized the Emergency Planning and Community Right-to-Know Act (EPCRA).

2. Resource Conservation and Recovery Act (RCRA)

The Resource Conservation and Recovery Act (RCRA) gives EPA the authority to control hazardous waste from the "cradle-to-grave;" this includes the generation, transportation, treatment, storage, and disposal of hazardous waste (EPA, 2021e). RCRA also set forth a framework for the management of non-hazardous solid wastes. The 1986 amendments to RCRA enabled EPA to address environmental problems that could result from underground tanks storing petroleum and other hazardous substances.

The Federal Hazardous and Solid Waste Amendments (HSWA) are the 1984 amendments to RCRA that focused on waste minimization and phasing out land disposal of hazardous waste as well as corrective action for releases. Some of the other mandates of this law include increased enforcement authority for EPA, more stringent hazardous waste management standards, and a comprehensive underground storage tank program.

3. Hazardous Materials Transportation Act (HMTA)

The Hazardous Materials Transportation Act of 1975 (HMTA) empowered the Secretary of Transportation to designate as hazardous material any "particular quantity or form" of a material that "may pose an unreasonable risk to health and safety or property." (OSHA, n.d.).

Hazardous materials regulations are subdivided by function into four basic areas:

- Procedures and/or Policies 49 CFR Parts 101, 106, and 107
- Material Designations 49 CFR Part 172
- Packaging Requirements 49 CFR Parts 173, 178, 179, and 180
- Operational Rules 49 CFR Parts 171, 173, 174, 175, 176, and 177

The HMTA is enforced by use of compliance orders (49 U.S.C. 1808(a)), civil penalties (49 U.S.C. 1809(b)), and injunctive relief (49 U.S.C. 1810). The HMTA (Section 112, 40 U.S.C. 1811) preempts state and local governmental requirements that are inconsistent with the statute, unless that requirement affords an equal or greater level of protection to the public than the HMTA requirement.

4. Hazardous Materials Transportation Uniform Safety Act of 1990

In 1990, Congress enacted the Hazardous Materials Transportation Uniform Safety Act (HMTUSA) to clarify the maze of conflicting state, local, and federal regulations. Like the HMTA, the HMTUSA requires the Secretary of Transportation to promulgate regulations for the safe transport of hazardous material in intrastate, interstate, and foreign commerce (OSHA, n.d.). The Secretary also retains authority to designate materials as hazardous when they pose unreasonable risks to health, safety, or property.

The statute includes provisions to encourage uniformity among different state and local highway routing regulations, to develop criteria for the issuance of federal permits to motor carriers of hazardous materials, and to regulate the transport of radioactive materials.

5. Occupational Safety and Health Act (OSHA)

Congress passed the Occupational and Safety Health Act (OSHA) to ensure worker and workplace safety. Their goal was to make sure employers provide their workers a place of employment free from recognized hazards to safety and health, such as exposure to toxic chemicals, excessive noise levels, mechanical dangers, heat or cold stress, or unsanitary conditions (EPA, 2021c). In order to establish standards for workplace health and safety, the Act also created the National Institute for Occupational

Safety and Health (NIOSH) as the research institution for OSHA. OSHA is a division of the U.S. Department of Labor that oversees the administration of the Act and enforces standards in all 50 states.

6. Toxic Substances Control Act

The Toxic Substances Control Act (TSCA) of 1976 provides EPA with authority to require reporting, record-keeping and testing requirements, and restrictions relating to chemical substances and/or mixtures (EPA, 2021f). Certain substances are generally excluded from TSCA, including, among others, food, drugs, cosmetics, and pesticides. TSCA addresses the production, importation, use, and disposal of specific chemicals including polychlorinated biphenyls (PCBs), asbestos, radon, and lead-based paint.

Various sections of TSCA provide authority to:

- Require, under Section 5, pre-manufacture notification for "new chemical substances" before manufacture.
- Require, under Section 4, testing of chemicals by manufacturers, importers, and processors where risks or exposures of concern are found.
- Issue Significant New Use Rules (SNURs), under Section 5, when it identifies a "significant new use" that could result in exposures to, or releases of, a substance of concern.
- Maintain the TSCA Inventory, under Section 8, which contains more than 83,000 chemicals. As new chemicals are commercially manufactured or imported, they are placed on the list.
- Require those importing or exporting chemicals, under Sections 12(b) and 13, to comply with certification reporting and/or other requirements.
- Require, under Section 8, reporting and record-keeping by persons who manufacture, import, process, and/or distribute chemical substances in commerce.
- Require, under Section 8(e), that any person who manufactures (including imports), processes, or distributes in commerce a chemical substance or mixture and who obtains information which reasonably supports the conclusion that such substance or mixture presents a substantial risk of injury to health or the environment to immediately inform EPA, except where EPA has been adequately informed of such information. EPA screens all submissions as well as voluntary "For Your Information" (FYI) submissions. The latter are not required by law, but are submitted by industry and public interest groups for a variety of reasons.

B. State Plans, Policies, and Regulations

1. Cal/OSHA and the California State Plan

Under an agreement with OSHA, since 1973 California has operated an occupational safety and health program in accordance with Section 18 of the federal OSHA. The State of California's Department of Industrial Relations administers the California Occupational Safety and Health Program, commonly referred to as Cal/OSHA. The State of California's Division of Occupational Safety and Health (DOSH) is the principal agency that oversees plan enforcement and consultation. In addition, the California State program has an independent Standards Board responsible for promulgating State

safety and health standards, and reviewing variances. It also has an Appeals Board to adjudicate contested citations and the Division of Labor Standards Enforcement to investigate complaints of discriminatory retaliation in the workplace.

Pursuant to 29 CFR 1952.172, the California State Plan applies to all public and private sector places of employment in the State, with the exception of federal employees, the United States Postal Service, private sector employers on Native American lands, maritime activities on the navigable waterways of the United States, private contractors working on land designated as exclusively under federal jurisdiction and employers that require federal security clearances (OSHA, n.d.). Cal/OSHA is the only agency in the State authorized to adopt, amend, or repeal occupational safety and health standards or orders. In addition, the Standards Board maintains standards for certain things not covered by federal standards or enforcement, including: elevators, aerial passenger tramways, amusement rides, pressure vessels, and mine safety training. The Cal/OSHA enforcement unit conducts inspections of California workplaces in response to a report of an industrial accident, a complaint about an occupational safety and health hazard, or as part of an inspection program targeting industries with high rates of occupational hazards, fatalities, injuries or illnesses.

2. California Hazardous Waste Control Law

The Hazardous Waste Control Law (HWCL) (Health and Safety Code [HSC], Division 20, Chapter 6.5, Section 25100, et seq.) is the primary hazardous waste statute in California (CA Legislative Info, n.d.). The HWCL implements RCRA as a "cradle-to-grave" waste management system in the state. It specifies that generators have the primary duty to determine whether their wastes are hazardous and to ensure its proper management. The HWCL also establishes criteria for the reuse and recycling of hazardous wastes used or reuse as raw materials. The HWCL exceeds federal requirements by mandating source reduction planning and broadening requirements for permitting facilities that treat hazardous waste. It also regulates a number of waste types and waste management activities not covered by federal law (RCRA).

3. California Code of Regulations (CCR), Titles 5, 17, 22 and 26

A variety of California Code of Regulation (CCR) titles address regulations and requirements for generators of hazardous waste (DTSC, n.d.; DTSC, 2019). Title 5 contains the California Plumbing Code which, in Appendix H, establishes detailed standards for the capping, removal, fill, and disposal of cesspools, septic tanks, and seepage pits. Title 17, Division 1, Chapter 8, defines and regulates handling and disposal of lead-based paint. Any detectable amount of lead is regulated. Title 22 contains detailed compliance requirements for hazardous waste generators, transporters, and facilities for treatment, storage, and disposal. Because California is a fully-authorized state according to RCRA, most regulations (i.e., 40 CFR 260, *et seq.*) have been duplicated and integrated into Title 22. However, because the Department of Toxic Substances Control (DTSC) regulates hazardous waste more stringently than the EPA, the integration of state and federal hazardous waste regulations that make up Title 22 does not contain as many exemptions or exclusions as does 40 CFR 260. Title 22 also regulates a wider range of waste types and waste management activities than does RCRA. To aid the regulated

community, California has compiled hazardous materials, waste, and toxics-related regulations from CCR, Titles 3, 8, 13, 17, 19, 22, 23, 24 and 27 into one consolidated listing: CCR Title 26 (Toxics).

4. Safe Drinking Water and Toxic Enforcement Act

Proposition 65, officially known as the Safe Drinking Water and Toxic Enforcement Act of 1986 (Health and Safety Code, Division 20, Chapter 6.6, Section 25249.5, *et seq*.), protects the state's drinking water sources from being contaminated with chemicals known to cause cancer, birth defects, or other reproductive harm, and requires businesses to inform Californians about exposures to such chemicals. Proposition 65 requires the state to maintain and update a list of chemicals known to the state to cause cancer or reproductive toxicity.

5. Unified Hazardous Waste and Hazardous Materials Management Regulatory Program

California's Unified Program, overseen by the California Environmental Protection Agency (CalEPA), protects Californians from hazardous waste and hazardous materials by ensuring local regulatory agencies consistently apply statewide standards when they issue permits, conduct inspections, and engage in enforcement activities. The Unified Program is a consolidation of multiple environmental and emergency management programs, including the following:

- Aboveground Petroleum Storage Act (APSA) Program;
- Area Plans for Hazardous Materials Emergencies;
- California Accidental Release Prevention (CalARP) Program;
- Hazardous Materials Release Response Plans and Inventories (Business Plans);
- Hazardous Materials Management Plan (HMMP) and Hazardous Materials Inventory Statements (HMIS) (California Code);
- Hazardous Waste Generator and Onsite Hazardous Waste Treatment (tiered permitting) Programs; and
- Underground Storage Tank Program.

State agency partners involved in the implementation of the Unified Program are responsible for setting program element standards, working with CalEPA to ensure program consistency, and providing technical assistance to the California Unified Program Agencies (CUPAs) and Program Agencies (PAs). The state agencies involved with the Unified Program include CalEPA, Department of Toxic Substances Control (DTSC), the Governor's Office of Emergency Services (Cal OES), CAL FIRE – Office of the State Fire Marshall (CAL FIRE-OSFM), and the State Water Resources Control Board.

6. License to Transport Hazardous Materials

Caltrans regulates hazardous materials transportation on all interstate roads (California Vehicle Code, Section 32000.5, *et seq*). Within California, the State agencies with primary responsibility for enforcing federal and State regulations and for responding to transportation emergencies are the California Highway Patrol and Caltrans. Together, federal and State agencies determine driver-training

requirements, load labeling procedures, and container specifications for vehicles transporting hazardous materials.

7. California Hazardous Materials Release Response Plan and Inventory Law of 1985

The Business Plan Act requires preparation of Hazardous Materials Business Plans and disclosure of hazardous materials inventories, including an inventory of hazardous materials handled, plans showing where hazardous materials are stored, an emergency response plan, and provisions for employee training in safety and emergency response procedures for businesses that handle, store, or transport hazardous materials in amounts exceeding specified minimums (California Health and Safety Code, Division 20, Chapter 6.95, Article 1). Statewide, DTSC has primary regulatory responsibility for management of hazardous materials, with delegation of authority to local jurisdictions that enter into agreements with the State. Local agencies are responsible for administering these regulations.

Several state agencies regulate the transportation and use of hazardous materials to minimize potential risks to public health and safety, including CalEPA and the California Emergency Management Agency. The California Highway Patrol and Caltrans enforce regulations specifically related to the transport of hazardous materials. Together, these agencies determine container types used and license hazardous waste haulers for hazardous waste transportation on public roadways.

8. California Government Code (CGC) Section 51178

This section specifies that the Director of CalFire, in cooperation with local fire authorities, shall identify areas that are Very High Fire Hazard Severity Zones (VHFHSZ) in Local Responsibility Areas (LRAs), based on consistent statewide criteria, and the expected severity of fire hazard. Per CGC Section 51178, a local agency may, at its discretion, exclude an area within its jurisdiction that has been identified as a VHFHSZ, if certain conditions are met and/or specific findings can be made regarding the availability of effective fire protection services within the affected area.

C. Local Plans, Policies, and Regulations

1. Local Permitting Requirements

The aforementioned federal and State hazardous materials regulations require all businesses that handle more than a specified amount of hazardous materials or extremely hazardous materials to obtain a hazardous materials permit and submit a business plan to its local Certified Unified Program Agency (CUPA). The CUPA also ensures local compliance with all applicable hazardous materials regulations. The CUPA is the San Bernardino County Fire Department, Hazardous Materials Division. The San Bernardino County Fire Department, Hazardous Materials Division also manages the following hazardous waste programs: 1) Hazardous Materials Release Response Plans and Inventory; 2) California Accidental Release Program; 3) Underground Storage Tanks; 4) Aboveground Petroleum Storage Act/Spill Prevention, Control, and Countermeasure Plan; 5) Hazardous Waste Generation and Onsite Treatment; and 6) Hazardous Materials Management Plans and Inventory.

2. City of Ontario Local Hazard Mitigation Plan

The City of Ontario's Local Hazard Mitigation Plan (LHMP) is a plan that the City reviews, monitors, and updates approximately every five years to reflect changing conditions and new information regarding hazards faced by the City of Ontario. The most current version is dated 2018 and it identify the City's hazards, review, and assess past disaster occurrences, estimate the probability of future occurrences, and set goals to reduce or eliminate long-term risk to people and property from natural and man-made hazards. The LHMP contains a series of goals and mitigation programs to address each of the hazards.

3. Ontario International Airport – Airport Land Use Compatibility Plan

The Ontario International Airport (ONT) Airport Land Use Compatibility Plan (ALUCP) establishes safety zones, airspace protection zones, noise impact zones, and recorded overflight notification zones for areas within the ONT. The Project Site is located approximately 2.3 miles east of the ONT and is located within its airport influence area (AIA). Accordingly, the Project Site is subject to the ONT ALUCP. The Project Site is not located within any ONT Safety Zone but a small portion of the Site abutting East Airport Drive is located in an ONT noise impact zone (60-65 decibels). (Ontario, 2011)

4. SCAQMD Rule 1403 – Asbestos Emissions from Demolition/Renovation Activities

Rule 1403 requires the implementation of specific work practices to limit asbestos emissions from building demolition and renovation activities, including the removal and associated disturbance of asbestos-containing materials (ACM) (SCAQMD, 2007). The requirements for demolition and renovation activities include asbestos surveying, notification, ACM removal procedures and time schedules, ACM handling and clean-up procedures, and storage, disposal, and landfilling requirements for asbestos-containing waste materials (ACWM).

4.7.3 Methodology for Evaluating Hazards & Hazardous Materials Impacts

The analysis of potential hazards and hazardous materials-related impacts is based on hazardous materials investigations prepared specifically for the Project Site. The investigations included site reconnaissance, review of published reports, maps, and aerial photographs, field investigations, and laboratory testing. The analysis also included a review of the City's Policy Plan, information sources from State and Federal agencies, a review of applicable airport land use plans, hazardous materials mapping, fire hazard mapping, and other resource databases.

4.7.4 Basis for Determining Significance

Section VIII of Appendix G to the CEQA Guidelines addresses typical adverse effects due to hazards and hazardous materials, and includes the following threshold questions to evaluate the Project's impacts from hazards and hazardous materials (OPR, 2019):

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?

4.7.5 IMPACT ANALYSIS

Threshold a:	***Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?***
Threshold b:	***Would the Project 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?***

Implementation of the Project would require demolition and removal of all existing structures and improvements on the Project Site, as well as the removal of all materials stored on the Site, and would result in the construction and long-term operation of one warehouse distribution building on the Site. In the event any hazards or hazardous materials were to be present on the Project Site or any hazardous materials were to be used or stored on the Project Site during construction or long-term operation, the Project would have the potential to expose workers on-site, the public, and/or the environment to a substantial hazard. The analysis below evaluates the potential for the Project to result in a substantial hazard to people or the environment during any stage of the Project.

A. Impact Analysis for Existing Site Conditions

1. Soil Vapor

In March 2022, Farallon conducted soil and soil vapor sampling at the Site to assess former UST areas and septic systems, and the new building footprint for the potential for vapor intrusion issues. Results

showed that no total petroleum hydrocarbons (TPH) or volatile organic compounds (VOCs) were detected exceeding laboratory detection limits in the soil samples collected from the Project Site. Low concentrations of naturally occurring metals including barium, cadmium, cobalt, chromium, copper, nickel, lead, vanadium, and zinc were detected in two soil samples submitted for analysis; and these concentrations were considerably less than screening levels. (Farallon, 2022, pp. 10-3)

Based on the sampling results, tetrachloroethylene (PCE) has been documented in soil vapor in the vicinity of Building B at concentrations exceeding screening levels, and PCE is also present in central and eastern portions of the Site in shallow zones at concentrations less than calculated screening levels. (Farallon, 2022, pp. 10-4) Therefore, PCE impacts potentially associated with the use and storage of hazardous materials at Building B could contribute to vapor intrusion conditions on the Project Site and impacts would be potentially significant.

2. Building Materials

The use of ACMs (a known carcinogen) and lead paint (a known toxin) was common in building construction prior to 1978. Because the Project Site contains structures known to be constructed before 1978, there is potential for ACMs and surfaces covered with lead paint to be present on the Project Site.

Asbestos is a carcinogen and is categorized as a hazardous air pollutant by the federal EPA. Federal asbestos requirements are found in National Emission Standards for Hazardous Air Pollutants (NESHAP) within the CFR Title 40, Part 61, Subpart M, and are enforced in the Project area by the SCAQMD via Rule 1403. Rule 1403 establishes survey requirements, notification, and work practice requirements to prevent asbestos emissions from emanating during building renovation and demolition activities. Because ACMs are present in the existing construction debris and/or structures located on the property, then Rule 1403 requires notification of the SCAQMD prior to commencing any demolition or renovation 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 the Project's demolition and construction contractors would be required to comply with AQMD Rule 1403 during demolition activities, impacts due to asbestos would be less than significant.

During demolition of the existing buildings on-site, there also is a potential to expose construction workers to health hazards associated with lead-based paint (LBP). The Project's demolition and construction contractors would be required to comply with CCR Title 17, Division 1, Chapter 8, which includes requirements such as employer provided training, air monitoring, protective clothing, respirators, and hand washing facilities. Mandatory compliance with the requirements of CCR Title 17, Division 1, Chapter 8 would ensure that construction workers and the public are not exposed to

significant LBP health hazards 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.

B. Impact Analysis for Temporary Construction-Related Activities

Heavy equipment (e.g., dozers, excavators, tractors) would be operated on the Project Site during construction. This heavy equipment likely would be fueled and maintained by petroleum-based substances such as diesel fuel, gasoline, oil, and hydraulic fluid, which are considered hazardous if improperly stored or handled. In addition, 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 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, DTSC, and the Santa Ana RWQCB. With mandatory compliance with applicable hazardous materials regulations, the Project would not create significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials during the construction phase, nor would the Project increase the potential for accident conditions which could result in the release of hazardous materials into the environment. A less-than-significant impact would occur.

C. Impact Analysis for Long-Term Operation

The future building occupant(s) for the Project Site are not yet identified. However, the Project is designed to house warehouse distribution occupants and it is possible that hazardous materials could be used during the course of a future building user's daily operations. State and federal Community-Right-to-Know laws allow the public access to information about the amounts and types of chemicals in use at local businesses. Laws also are in place that requires businesses to plan and prepare for possible chemical emergencies. Any business that occupies the warehouse building on the Project Site and that handles hazardous materials (as defined in Section 25500 of California Health and Safety Code, Division 20, Chapter 6.95) will require a permit from the San Bernardino County Fire Department Hazardous Materials Division in order to register the business as a hazardous materials handler. Such businesses also are required to comply with California's Hazardous Materials Release Response Plans and Inventory Law, which requires immediate reporting to the County of San Bernardino Fire Department and the State Office of Emergency Services regarding any release or threatened release of a hazardous material, regardless of the amount handled by the business, and to prepare a Hazardous Materials Business Emergency Plan (HMBEP). An HMBEP is a written set of procedures and information created to help minimize the effects and extent of a release or threatened release of a hazardous material. With mandatory regulatory compliance, the Project would not pose a significant hazard to the public or the environment through the routine transport, use, storage, emission, or disposal of hazardous materials, nor would the Project increase the potential for accident conditions which could result in the release of hazardous materials into the environment. Based on the foregoing

information, potential hazardous materials impacts associated with long-term operation of the Project are regarded as less than significant.

Threshold c: ***Would the Project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?***

The Project Site is not within one-quarter mile of an existing or proposed school. The nearest school to the Project Site is the Chaparral Elementary School, which is located approximately 2.23 miles southeast of the Project Site. Accordingly, the Project has no potential to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, and/or wastes within one-quarter mile of an existing or proposed school. No impact would occur.

Threshold d: ***Would the Project 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?***

Government Code Section 65962.5 requires State Department of Health Services (DTSC), State Water Resources Control Board, and the State Department of Resources Recycling and Recovery to maintain a list of hazardous materials sites that fall within specific, defined categories. As discussed in Subsection 4.7.1A.2, current and previous uses of the Project Site are included in several listings. No violations indicating a spill or a release were identified in the listings. Therefore, theses listings are not considered to represent a significant environmental concern. Additionally, Farallon searched the GeoTracker database and the California Department of Toxic Substances Control online EnviroStor database (EnviroStor database) for records related to the Site, but found no listings.

Two facilities (Costco Distribution Center to the south and Praxair, Inc. to the east) in the Project's vicinity were also recorded in several listings. However, based on the status, depth to groundwater, and location of the property at a cross-gradient direction from the Project Site, no evidence was found to indicate that these properties represent a recognized environmental condition in connection with the Project Site. (Farallon, 2022, pp. 6-2 to 6-3) Therefore, impacts would be less than significant.

Threshold 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?***

The Project Site is located approximately 2.7 miles east of the Ontario International Airport (ONT). According to the Ontario International Airport (ONT) Land Use Compatibility Plan (ALUCP), the Project Site is located within the ONT Airport Influence Area (Ontario, 2011). Moreover, the Project Site is located outside the 65community noise equivalent level (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 65 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 CNEL. Therefore, the Project would not result in excessive noise for people residing or working in the Project area.

Furthermore, the Project Site is not located in an ONT safety hazard zone (Ontario, 2011). Accordingly, implementation of the Project would not result in a safety hazard for people living or working on the Project area and impacts would be less than significant.

Threshold f: ***Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?***

The City's Safety Element includes policies and procedures to be administered in the event of a disaster. The Ontario Plan seeks interdepartmental and interjurisdictional coordination and collaboration to be prepared for, respond to and recover from everyday 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 be less than significant level.

Threshold g: ***Would the Project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?***

The Project Site is not located adjacent to wildlands nor is the Project Site located within or adjacent to a very high fire hazard severity zone (CAL FIRE, 2008). Accordingly, the Project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires. No impact would occur.

4.7.6 Cumulative Impact Analysis

As discussed above under the responses to Thresholds "a" and "b," the Project's construction and operation would be required to comply with all applicable federal, state, and local regulations to ensure proper use, storage, and disposal of hazardous substances. Although the end user(s) of the Project Site are not presently known, if businesses that use or store hazardous materials occupy the Project, the

business owners and operators would be required to comply with all applicable federal, state, and local regulations to ensure proper use, storage, and disposal of hazardous substances. Such uses also would be subject to additional review and permitting requirements by the San Bernardino County Fire Department. Similarly, any other developments in the area proposing the construction of uses with the potential for use, storage, or transport of hazardous materials also would be required to comply with applicable federal, State, and local regulations, and such uses would be subject to additional review and permits from their local oversight agency. Although there is on-site contamination present, compliance with mitigation measure MM 4.7-1 would ensure isolation of any impacts to the Project Site and would not have the ability to impact the surrounding area. Therefore, the potential for release of toxic substances or hazardous materials into the environment, either through accidents or due to routine transport, use, or disposal of such materials, would be reduced to a less-than-significant cumulative level. Accordingly, the Project's potential to contribute to a cumulatively significant hazardous materials impact would be less than significant.

The Project Site is not located within one-quarter mile of a school; therefore, the Project has no potential effect on students in relation to the use, handling, and transport of hazardous materials and would have no impact.

As indicated under Threshold "d," facilities in the site vicinity are not considered to be an REC to the Site. Because the Project Site is not classified as a hazardous materials site, there is no potential for the Project to contribute to, or exacerbate, adverse environmental effects resulting from other hazardous materials sites in the Project vicinity.

As discussed above under the response to Threshold "e," the Project is not a noise-sensitive land use and would not be adversely affected by noise from operations at the ONT. In addition, the Project would not introduce any land use to the Project Site that would conflict with the ONT ALUCP. Therefore, the Project would not result in a safety hazard or excessive noise for people residing or working in the Project area and would not contribute to a cumulatively considerable impact associated with airport hazards.
The Project Site does not contain any emergency facilities nor does it serve as an emergency evacuation route; thus, there is no potential for the Project to contribute to any cumulative impacts associated with an adopted emergency response plan or emergency evacuation plan.

As discussed above under Threshold "g," the Project Site is not located within or in close proximity to areas identified as being subject to wildland fire hazards and would have no potential to contribute to adverse, cumulative wildland fire hazards.

4.7.7 Significance of Impacts Before Mitigation

Threshold a and b: Potentially-Significant Impact. During Project construction and operation, mandatory compliance to federal, State, and local regulations would ensure that the proposed Project would not create a significant hazard to the environment due to routine transport, use, disposal, or upset of hazardous materials. However, based on the results of the Phase I/II ESA, PCE impacts potentially

associated with the use and storage of hazardous materials at Building B could contribute to vapor intrusion conditions on the Project Site and impacts would be potentially significant.

Threshold c: No Impact. The Project Site is not located within one-quarter mile of any existing or proposed school. Accordingly, the Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. Impacts to schools located more than one-quarter mile of the Project Site would be less than significant.

Threshold d: Less-than-Significant Impact. Current and previous uses of the Project Site are included in several listings. No violations indicating a spill or a release were identified in the listings. Therefore, theses listings are not considered to represent a significant environmental concern and impacts would be less than significant.

Threshold e: Less-than-Significant Impact. The Project is consistent with the restrictions and requirements of the ONT ALUCP. As such, the Project would not result in an airport safety hazard for people residing or working in the Project area.

Threshold f: Less-than-Significant Impact. The Project Site does not contain any emergency facilities nor does it serve as an emergency evacuation route. During construction and long-term operation, adequate emergency vehicle access is required to be provided. Accordingly, implementation of the Project would not impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan.

Threshold g: No Impact. The Project Site is not located in close proximity to wildlands or areas with high fire hazards. Thus, the Project would not expose people or structures to a significant wildfire risk.

4.7.8 Mitigation

MM 4.7-1 Prior to the issuance of a grading permit, the Project Applicant shall prepare a Soil Management Plan (SMP). The SMP shall include explicit instructions for the appropriate handling, storage, and disposal of any known or potentially impacted soil during soil moving activities. The general contractor will be required to follow the requirements of the SMP and stop work to make notification to the environmental team if any potential impacts are observed at any time the environmental team is not already on-site. The SMP also requires air monitoring activities to monitor the air downwind of the Project Site and appropriate Health and Safety Plans that will be employed by site workers. The SMP shall identify specific requirements intended to protect human health when soil in certain areas of known or suspected impacts are disturbed for any reason, including, without limitation, as a result of demolition, utility installation/repair, soil excavation, drilling, grading/filling activities, stockpile generation, soil management, loading, and transportation. Requirements of the SMP include:

a. Health and Safety Plan (HASP): A HASP will be prepared and in effect for all activities associated with the SMP and other activities at the Project Site. Contractors working onsite are expected to be operating under their own health and safety plans.

b. Environmental Monitoring: In accordance with SCAQMD Rules, air monitoring will be necessary in areas where potential PCE contaminated soil are to be disturbed. Air monitoring for dust may also be required in other areas. An air monitoring/health and safety professional will be present during relevant activities and responsibilities will include recording monitoring data on field sheets, which will be kept as part of Project documentation.

c. Soil Monitoring: Soils impacted by PCE that are encountered during site redevelopment will be characterized and documented. The monitoring and sampling activities to be performed include:

- Visual observation performed to detect areas of soil that may be impacted by PCE or other non-VOC hazardous materials, if encountered.
- Screening for PCEs using field instruments to document new or previously undetected sources of PCEs.
- Soil sampling and chemical testing performed to evaluate concentrations of PCE.

d. Proper Soil Handling: If impacted soil is encountered, the area will be delineated as necessary with cones, caution tape, stakes, chalk, or flagging, and the area will not be disturbed further until an environmental professional is onsite for observation and determination of whether testing and/or excavation work is required. Stockpile staging areas will be delineated prior to the start of excavation. All excavations will conform to applicable regulations, including Cal/OSHA Construction Safety Orders. The specific equipment, means, and methods to be utilized for soil removal, handling, and disposition will be selected based on the nature of the work to be conducted and its location on the site. If excavation is conducted during the rainy season (October through April), provisions will need to be made to prevent offsite migration of sediment in runoff.

e. Fugitive Dust and Vapor Control: Appropriate procedures will be implemented to control the generation of airborne dust by soil removal activities, including, but not limited to, the use of water as a dust suppressant or stopping activities that have the potential to generate fugitive dust in the event wind conditions change creating an uncontrollable condition.

f. Excavation and Stockpiling: Impacted soil that is excavated and not immediately removed from the site will be stockpiled onsite and covered with plastic sheeting to control dust and minimize exposure to precipitation and wind. If a stockpile remains onsite during the rainy season, a perimeter sediment barrier, constructed

of material, such as straw bales or fiber roll, will also be installed. The stockpiles will be inspected biweekly at a minimum. During stockpile removal, only the working face of the stockpile will be uncovered. If the stockpiled impacted soil is to be transported offsite for disposal or recycling, the soil will be profiled for waste characteristics. Soil samples will be analyzed for parameters required by the disposal/recycling facility.

g. Responding to Unknown Conditions: If previously unknown impacted soil is suspected (based on visual staining, odors, photo ionization detector readings, or other observations), the area will be delineated and construction activity will cease in this area, and sampling of the unknown material will occur using USEPA methodology. Analysis will be conducted for TPH, metals, and/or VOCs, as appropriate. Analytical results will be compared to applicable regulatory screening levels. Based on this comparison, a determination will be made regarding soil disposition (reuse on-site, off-site transport, and disposal/recycling, etc.). Additionally, if any UST or other subsurface features are encountered, a similar approach will be taken, and appropriate permitting, as necessary, will be obtained for the removal of the feature(s). Any permitted removals will be conducted with appropriate regulatory oversight, documentation, and reporting.

h. Imported fill: As appropriate, offsite soils brought to the site for use as backfill (import fill), if necessary, will be tested in general conformance with the DTSC Information Advisory Clean Imported Fill Material document.

i. Post-construction Requirements: If contaminated soil is left in place, the location of this soil will be surveyed or recorded by use of geographic positioning system equipment. Following the completion of construction, excavation, and disposition activities, a summary report will be prepared. The report will include a summary of activities, locations of soil sources and final disposition of contaminated soil, and estimated quantities of materials. Additionally, removal of any USTs or other subsurface features, if encountered, will be conducted under appropriate permits (if any) and documented in applicable reports for submittal to the Ontario Fire Department, or other regulatory agency, as appropriate.

4.7.9 Significance of Impacts After Mitigation

Threshold a and b: Less-than-Significant Impact. Mitigation measure MM 4.7-1 would result in the preparation of a SMP for the Project. The SMP identifies requirements intended to protect human health when soil in certain areas of known or suspected areas are disturbed for any reason, including, without limitation, as a result of demolition, utility installation/repair, soil excavation, drilling, grading/filling activities, stockpile generation, soil management, loading, and transportation. Requirements of the SMP include protocols for the HASP, environmental monitoring, proper soil handling (if impacted soil is encountered), fugitive dust and vapor control, excavation and stockpiling, soil monitoring, soil monitoring, responding to unknown conditions, imported fill, and post-construction requirements. With the implementation of mitigation measure MM 4.7-1, the risk of

exposure of hazardous materials to the workers and the public through the routine transport, use, or disposal of contaminated or potentially contaminated soils or accident conditions would be less than significant.

4.8 HYDROLOGY AND WATER QUALITY

Information in this subsection relies on two technical reports prepared for the Project by Westland Group, Inc. (hereinafter, "Westland"): 1) "Preliminary Hydrology Report", dated March 2022 (Westland, 2022a); and 2) "Preliminary Water Quality Management Plan (PWQMP)", dated March 2022 (Westland, 2022b). These reports are provided as *Technical Appendix H1* and *H2*, respectively, to this EIR. All other information sources referenced in this subsection are listed in EIR Section 7.0, *References*.

The Project Site is located within the Santa Ana River watershed and is under the jurisdiction of the Santa Ana Regional Water Quality Control Board (RWQCB). As such, information for this subsection also was obtained from the Santa Ana RWQCB's *Santa Ana River Basin Water Quality Control Plan* (updated June 2019) and the *Integrated Regional Water Management Plan* (IRWMP) for the Santa Ana River watershed (also referred to as "One Water One Watershed Plan Updated 2018," (February 19, 2019) prepared by the Santa Ana Watershed Project Authority (SAWPA). These documents are herein incorporated by reference and are available for public review at the physical locations and website addresses given in EIR Section 7.0, *References*.

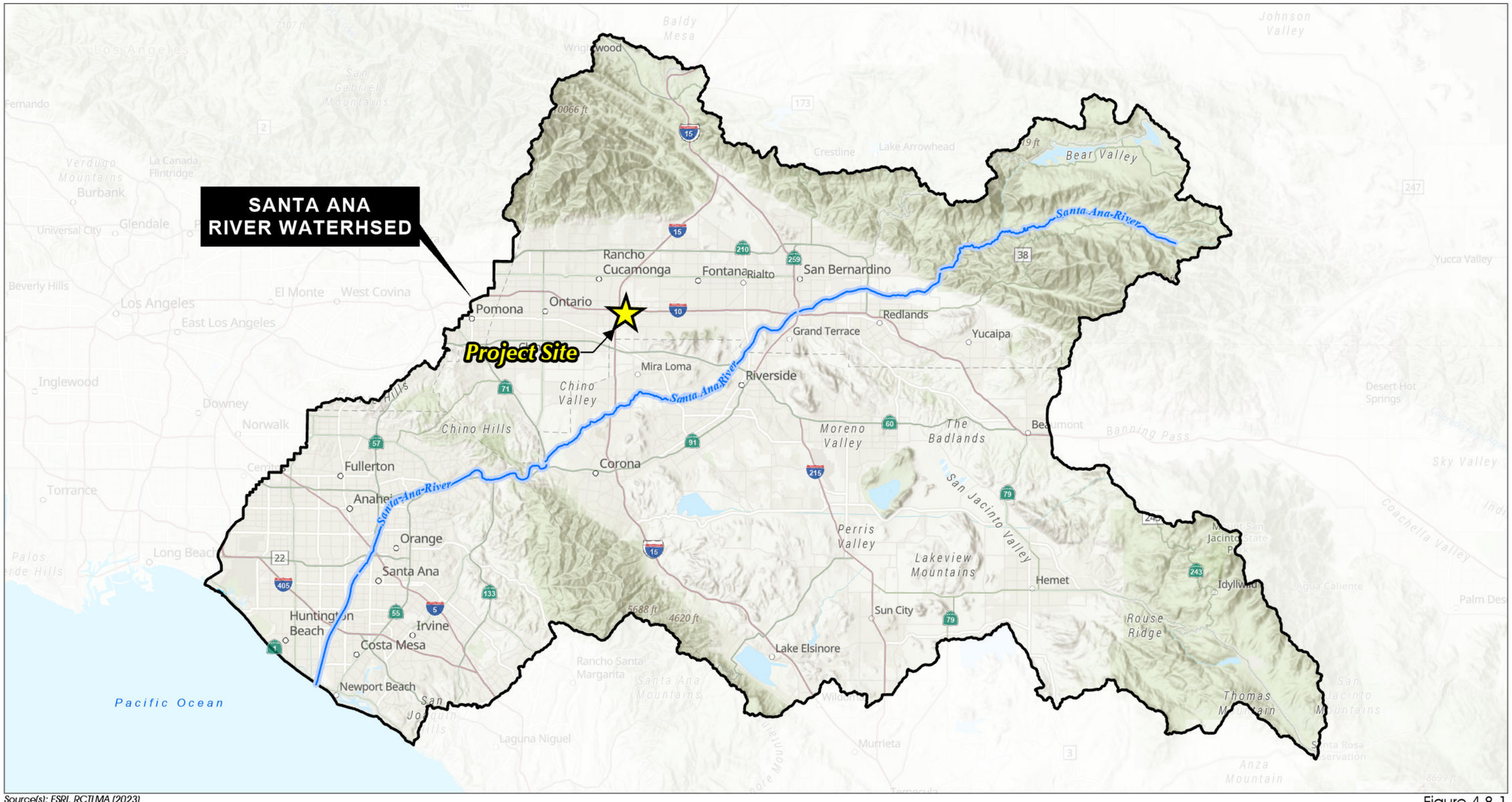
4.8.1 EXISTING CONDITIONS

A. Regional Hydrology

The Project Site is located within the 2,650-acre Santa Ana River watershed. Within the Santa Ana River watershed, the Santa Ana River is the principal surface flow water body within the region. The Santa Ana River originates in Santa Ana Canyon in the southern San Bernardino Mountains and runs southwesterly across San Bernardino, Riverside, and Orange Counties, where it discharges into the Pacific Ocean at the City of Huntington Beach. The total length of the Santa Ana River and its major tributaries is approximately 700 miles. The location of the Project Site within the Santa Ana River watershed is illustrated on Figure 4.8-1, *Santa Ana River Watershed Map*.

B. Site Hydrology

The Project Site currently consists of approximately 92% impervious surface area. The natural drainage pattern for the existing condition of the Site is north to south. There are no existing no public storm drain systems at the frontage of the Project Site. Stormwater sheet flows south and discharges onto the existing curb and gutter on Airport Drive. Runoff flows east along Airport Drive and discharges into an existing catch basin located approximately 1,500 feet east of the Site. This existing catch basin is connected to the Lower Etiwanda Creek Channel, which conveys stormwater to the Wineville Basin. (Westland, 2022a, p. 1)



Source(s): ESRI, RCTLMA (2023)

Figure 4.8-1

Santa Ana River Watershed Map

C. Flooding and Dam Inundation

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) No. 06071C8633J (effective 09/02/2016), the Project Site is located within FEMA Flood Zone X, which is correlated with areas of minimal flood hazard, determined to be less than the 0.2 percent annual chance flood. (FEMA, 2016)

D. Water Quality

The Federal Water Pollution Control Act Amendment of 1972 (also referred to as the Clean Water Act, CWA) requires all states to conduct water quality assessments of their water resources to identify water bodies that do not meet water quality standards. Water bodies that do not meet water quality standards due to excessive concentrations of pollutants are placed on a list of impaired waters pursuant to Section 303(d) of the CWA. Impaired water bodies to which stormwater from the City drains to include: Cucamonga Creek, Reach 1 (Zinc, copper, cadmium, lead); San Antonio Creek (pH); Chino Creek, Reach 2 (Indicator bacteria, pH); Chino Creek, Reach 1B (Nutrients, indicator bacteria, COD); Prado Basin Management Zone (pH); and Prado Park Lake (Nutrients, indicator bacteria) (Ontario, 2022a, Table 5.10-1).

E. Groundwater

The City of Ontario obtains its groundwater from the Chino Groundwater Basin. The Chino Basin is one of the largest groundwater basins in southern California and encompasses about 235 square miles of the Upper Santa Ana River watershed. It lies in portions of San Bernardino, Riverside, and Los Angeles counties. The Chino Basin has approximately 5 to 7 million acre-feet of water in storage and an estimated 1 million acre-feet of additional unused storage capacity. Prior to 1978, the Basin was in overdraft. After 1978, the Basin has been managed via adjudication by the Chino Basin Watermaster. The Chino Basin Watermaster has determined the safe yield for the basin and has assigned individual pumping allocations to each water purveyor to ensure that the total groundwater production does not exceed the safe yield. (Ontario, 2022a, p. 5.10-13)

Free water was not encountered during the drilling of any of the borings on the Project Site. Based on the lack of any water within the borings, and the moisture contents of the recovered soil samples, the static groundwater table is considered to have existed as a depth in excess of 30± feet at the time of the subsurface exploration. (SoCal Geotechnical, 2022a, p. 7)

According to the water level data obtained from the California Department of Water Resources Water Data Library website, the nearest monitoring well on record (identified as State Well Number: 01S06W29H001S) is located 3,400± feet southeast of the Project Site. Water level readings within this monitoring well indicate a high groundwater level of 277± feet below the ground surface in April 2019. (SoCal Geotechnical, 2022a, p. 7)

4.8.2 Regulatory Setting

The following is a brief description of the federal, state, and local environmental laws and related regulations related to hydrology and water quality.

A. Federal Plans, Policies, and Regulations

1. Clean Water Act

The Clean Water Act (CWA) establishes the basic structure for regulating discharges of pollutants into the waters of the United States and regulating quality standards for surface waters. The basis of the CWA was enacted in 1948 and was called the Federal Water Pollution Control Act, but the Act was substantially reorganized and expanded in 1972. "Clean Water Act" became the Act's common name with amendments in 1972. Under the CWA, the Environmental Protection Agency (EPA) has implemented pollution control programs such as setting wastewater standards for industry, and also has set water quality standards for all contaminants in surface waters. The CWA made it unlawful to discharge any pollutant from a point source into navigable waters, unless a permit was obtained. EPA's National Pollutant Discharge Elimination System (NPDES) permit program controls discharges. Point sources are discrete conveyances such as pipes or man-made ditches. Individual homes that are connected to a municipal system, use a septic system, or do not have a surface discharge do not need an NPDES permit; however, industrial, municipal, and other facilities must obtain permits if their discharges go directly to surface waters. (EPA, 2020e)

2. Federal Flood Insurance Program

The U.S. Congress established the National Flood Insurance Program (NFIP) with the passage of the National Flood Insurance Act of 1968. The NFIP is a Federal program enabling property owners in participating communities to purchase insurance as a protection against flood losses in exchange for State and community floodplain management regulations that reduce future flood damages. Participation in the NFIP is based on an agreement between communities and the Federal Government. If a community adopts and enforces a floodplain management ordinance to reduce future flood risk to new construction in floodplains, the Federal Government will make flood insurance available within the community as a financial protection against flood losses. This insurance is designed to provide an insurance alternative to disaster assistance to reduce the escalating costs of repairing damage to buildings and their contents caused by floods. The Federal Insurance and Mitigation Administration (FIMA) within FEMA is responsible for administering the NFIP and administering programs that provide assistance for mitigating future damages from natural hazards. (FEMA, 2021a)

3. Executive Order 11988 – Floodplain Management

Executive Order 11988 requires federal agencies to avoid to the extent possible the long- and short-term adverse impacts associated with the occupancy and modification of flood plains and to avoid direct and indirect support of floodplain development wherever there is a practicable alternative. In accomplishing this objective, "each agency shall provide leadership and shall take action to reduce the risk of flood loss, to minimize the impact of floods on human safety, health, and welfare, and to restore

and preserve the natural and beneficial values served by flood plains in carrying out its responsibilities" for the following actions: (FEMA, 2021b)

- Acquiring, managing, and disposing of federal lands and facilities;
- Providing federally-undertaken, financed, or assisted construction and improvements; and
- Conducting federal activities and programs affecting land use, including but not limited to water and related land resources planning, regulation, and licensing activities.

B. State Plans, Policies, and Regulations

1. Porter-Cologne Water Control Act

The Porter-Cologne Act is the principal law governing water quality regulation in California. It establishes a comprehensive program to protect water quality and the beneficial uses of water. The Porter-Cologne Act applies to surface waters, wetlands, and ground water and to both point and nonpoint sources of pollution. Pursuant to the Porter-Cologne Act (California Water Code § 13000 et seq.), the policy of the State is as follows: (SWRCB, 2014)

- That the quality of all the waters of the State shall be protected;
- That all activities and factors affecting the quality of water shall be regulated to attain the highest water quality within reason; and
- That the State must be prepared to exercise its full power and jurisdiction to protect the quality of water in the State from degradation.

The Porter-Cologne Act established nine Regional Water Boards (based on hydrogeologic barriers) and the State Water Board, which are charged with implementing its provisions and which have primary responsibility for protecting water quality in California. The State Water Board provides program guidance and oversight, allocates funds, and reviews Regional Water Boards decisions. In addition, the State Water Board allocates rights to the use of surface water. The Regional Water Boards have primary responsibility for individual permitting, inspection, and enforcement actions within each of 9 hydrologic regions. The State Water Board and Regional Water Boards have numerous non-point source (NPS) related responsibilities, including monitoring and assessment, planning, financial assistance, and management. (SWRCB, 2014)

The Regional Water Boards regulate discharges under the Porter-Cologne Act primarily through issuance of NPDES permits for point source discharges and waste discharge requirements (WDRs) for NPS discharges. Anyone discharging or proposing to discharge materials that could affect water quality (other than to a community sanitary sewer system regulated by an NPDES permit) must file a report of waste discharge. The State Water Resources Control Board (SWRCB) and the RWQCBs can make their own investigations or may require dischargers to carry out water quality investigations and report on water quality issues. The Porter-Cologne Act provides several options for enforcing WDRs and other orders, including cease and desist orders, cleanup and abatement orders, administrative civil liability orders, civil court actions, and criminal prosecutions. (SWRCB, 2014)

The Porter-Cologne Act also implements many provisions of the Clean Water Act, such as the NPDES permitting program. The Porter-Cologne Act also requires adoption of water quality control plans that contain the guiding policies of water pollution management in California. In addition, regional water quality control plans (basin plans) have been adopted by each of the Regional Water Boards and get updated as necessary and practical. These plans identify the existing and potential beneficial uses of waters of the State and establish water quality objectives to protect these uses. The basin plans also contain implementation, surveillance, and monitoring plans. (SWRCB, 2014) The Project Site is located within the Santa Ana River watershed and is under the jurisdiction of the Santa Ana RWQCB. The *Santa Ana River Basin Water Quality Control Plan* (updated June 2019) is the governing water quality plan for the region.

2. California Water Code

The California Water Code is the principal state law regulating water quality in California. Water quality provisions must be complied with as contained in numerous code sections including: 1) the Health and Safety Code for the protection of ground and surface waters from hazardous waste and other toxic substances; 2) the Fish and Game Code for the prevention of unauthorized diversions of any surface water and discharge of any substance that may be deleterious to fish, plant, animal, or bird life; 3) the Harbors and Navigation Code for the prevention of the unauthorized discharge of waste from vessels into surface waters; and 4) the Food and Agriculture Code for the protection of groundwater which may be used for drinking water supplies. The California Department of Fish and Wildlife (CDFW), through provisions of the Fish & Game Code (§§ 1601 - 1603) is empowered to issue agreements for any alteration of a river, stream, or lake where fish or wildlife resources may be adversely affected. CDFW regulates wetland areas only to the extent that those wetlands are part of a river, stream, or lake as defined by CDFW. (CA Legislative Info, n.d.)

Surface water quality is the responsibility of the RWQCB, water supply and wastewater treatment agencies, and city and county governments. The principal means of enforcement by the RWQCB is through the development, adoption, and issuance of water discharge permits. RWQCB basin plans establish water quality objectives that are defined as the limits or levels of water quality constituents or characteristics for the reasonable protection of beneficial uses of water. (CA Legislative Info, n.d.)

3. California Toxics Rule (CTR)

The California Toxics Rule (CTR) fills gap in California's water quality standards necessary to protect human health and aquatic life beneficial uses. The CTR criteria are similar to those published in the National Recommended Water Quality Criteria. The CTR supplements, and does not change or supersede, the criteria that EPA promulgated for California waters in the National Toxics Rule (NTR). The human health NTR and CTR criteria that apply to drinking water sources (those water bodies designated in the Basin Plans as municipal and domestic supply) consider chemical exposure through consumption of both water and aquatic organisms (fish and shellfish) harvested from the water. For waters that are not drinking water sources (e.g., enclosed bays and estuaries), human health NTR and CTR criteria only consider the consumption of contaminated aquatic organisms. The CTR and NTR criteria, along with the beneficial use designations in the Basin Plans and the related implementation

policies, are the directly applicable water quality standards for toxic priority pollutants in California waters. (SWRCB, 2016, pp. 14-15)

4. CDFG Code Section 1600 et seq. (Lake- or Streambed Alteration Agreement Program)

Fish and Game Code § 1602 requires an entity to notify CDFW prior to commencing any activity that may do one or more of the following: (CDFW, n.d.)

- Substantially divert or obstruct the natural flow of any river, stream, or lake;
- Substantially change or use any material from the bed, channel or bank of any river, stream, or lake; or
- Deposit debris, waste or other materials that could pass into any river, stream, or lake.

It should be noted that "any river, stream or lake" includes those that are episodic (they are dry for periods of time) as well as those that are perennial (they flow year-round). This includes ephemeral streams, desert washes, and watercourses with a subsurface flow. It may also apply to work undertaken within the flood plain of a body of water. (CDFW, n.d.)

CDFW requires a Lake and Streambed Alteration (LSA) Agreement when it determines that the activity, as described in a complete LSA Notification, may substantially adversely affect existing fish or wildlife resources. An LSA Agreement includes measures necessary to protect existing fish and wildlife resources. CDFW may suggest ways to modify a project that would eliminate or reduce harmful impacts to fish and wildlife resources. Before issuing an LSA Agreement, CDFW must comply with CEQA. (CDFW, n.d.)

5. Watershed Management Initiative (WMI)

The State and Regional Water Boards are currently focused on looking at entire watersheds when addressing water pollution. The Water Boards adopted the Watershed Management Initiative (WMI) to further their goals. The WMI establishes a broad framework overlying the numerous federal and State mandated priorities. As such, the WMI helps the Water Boards achieve water resource protection, enhancement and restoration while balancing economic and environmental impacts. (SWRCB, 2017) The integrated approach of the WMI involves three main ideas:

- Use water quality to identify and prioritize water resource problems within individual watersheds. Involve stakeholders to develop solutions.
- Better coordinate point source and nonpoint source regulatory efforts. Establish working relationships between staff from different programs.
- Better coordinate local, state, and federal activities and programs, especially those relating to regulations and funding, to assist local watershed groups. (SWRCB, 2017)

6. Sustainable Groundwater Management Act (SGMA)

The 2014 Sustainable Groundwater Management Act (SGMA) requires governments and water agencies of high and medium priority basins to halt overdraft and bring groundwater basins into balanced levels of pumping and recharge. Under SGMA, these basins should reach sustainability within 20 years of implementing their sustainability plans. The DWR categorizes the priority of groundwater basins. For critically over-drafted basins, that will be 2040. For the remaining high and medium priority basins, 2042 is the deadline. The SGMA also requires local public agencies and Groundwater Sustainability Agencies (GSAs) in high- and medium-priority basins to develop and implement Groundwater Sustainability Plans (GSPs) or Alternatives to GSPs. GSPs are detailed road maps for how groundwater basins will reach long term sustainability. (DWR, n.d.) (DWR, 2020)

7. SWRCB Trash Amendments

On April 7, 2015, the SWRCB adopted an amendment to control trash that applies to the Water Quality Control Plan for Ocean Waters of California and the Water Quality Control Plan for Inland Surface Waters, Enclosed Bays, and Estuaries of California. They are collectively referred to as the "Trash Amendments." The Trash Amendments do the following: (a) establish a narrative water quality objective for trash, (b) corresponding applicability, (c) establish a prohibition on the discharge of trash, (d) provide implementation requirements for permitted storm water and other discharges, (e) set a time schedule for compliance, and (f) provide a framework for monitoring and reporting requirements. The Trash Amendments apply to all surface waters of California and include a land-use-based compliance approach to focus trash controls on areas with high trash-generation rates. Areas such as high density residential, industrial, commercial, mixed urban, and public transportation stations are considered priority land uses. The Santa Ana RWQCB implements the statewide Trash Amendments through Water Code Section 13383 Orders that contain region specific requirements. There are two compliance tracks:

- Track 1. Permittees must install, operate, and maintain a network of certified full capture systems in storm drains that capture runoff from priority land uses.

- Track 2. Permittees must implement a plan with a combination of full capture systems, multi-benefit projects, institutional controls, and/or other treatment methods that have the same effectiveness as Track 1 methods. (SWRCB, 2022)

The Project would be required to comply with the latest State Trash Amendments and the MS4 Permit by installing the appropriate Full Capture System or equivalent.

4.8.3 Basis for Determining Significance

Section IX of Appendix G to the CEQA Guidelines addresses typical adverse effects to hydrology and water quality, and includes the following threshold questions to evaluate the Project's impacts on hydrology and water quality (OPR, 2019):

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

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

c. *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:*

   i. *Result in substantial erosion or siltation on- or off-site;*

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

   iv. *Impede or redirect flood flows;*

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

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

4.8.4 Impact Analysis

Threshold a: ***Would the Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?***

The Project Applicant would be required to comply with Section 402 of the Clean Water Act, which authorizes the NPDES permit program that covers point sources of pollution discharging to a water body. The NPDES program would require the Project Applicant and/or construction contractor to prepare a Stormwater Pollution Prevention Plan (SWPPP) and obtain authorization to discharge stormwater under a NPDES construction stormwater permit because the Project would result in construction on a site that is larger than 1 acre. The Project Applicant also would be required to comply with the California Porter-Cologne Water Quality Control Act (Section 13000 *et seq*., of the California Water Code), which requires that comprehensive water quality control plans be developed for all waters within the State of California. The Project Site is located within the jurisdiction of the Santa Ana RWQCB.

A. Construction-Related Water Quality Impacts

Construction of the Project would include demolition, site preparation and grading, building construction, paving, utility installation, and architectural coating and landscaping, which have the potential to generate silt, debris, organic waste, chemicals, paints, and other solvents; should these materials come into contact with water that reaches the groundwater table or flows off-site, the potential exists for the Project's construction activities to adversely affect water quality. As such, short-term water quality impacts have the potential to occur during Project construction in the absence of any protective or avoidance measures.

Pursuant to the requirements of the Santa Ana RWQCB and Ontario Municipal Code Title 6, Chapter 6, Article IV and V, the Project Applicant would be required to obtain coverage under the State's General Construction Storm Water Permit for construction activities (NPDES permit). The NPDES permit is required for all development projects that include construction activities, such as clearing, grading, and/or excavation, that disturb at least one (1) acre of total land area. In addition, the Project Applicant would be required to comply with the Sana Ana RWQCB's *Santa Ana River Basin Water Quality Control Program.* Compliance with the NPDES permit and the *Santa Ana River Basin Water Quality Control Program* involves the preparation and implementation of a SWPPP for construction-related activities. The SWPPP will specify the Best Management Practices (BMPs) that the Project's construction contractors would be required to implement during construction activities to ensure that potential pollutants of concern are prevented, minimized, and/or otherwise appropriately treated prior to being discharged from the subject property. Examples of BMPs that may be utilized during construction include, but are not limited to, sandbag barriers, geotextiles, storm drain inlet protection, sediment traps, rip rap soil stabilizers, and hydroseeding. Pursuant to Ontario Municipal Code Title 6, Chapter 12, the Project Applicant also would be required to implement erosion control measures to prevent soil erosion by wind. Mandatory compliance with the SWPPP and erosion control measures would ensure that the Project construction does not violate any water quality standards or waste discharge requirements. Therefore, water quality impacts associated with construction activities would be less than significant.

B. Post-Development Water Quality Impacts

The Project Applicant would be required to prepare and implement a Water Quality Management Plan (WQMP) to demonstrate compliance with the City's NPDES municipal stormwater permit, and to minimize the release of potential waterborne pollutants, including pollutants of concern for downstream receiving waters. The WQMP is a site-specific post-construction water quality management program designed to address the potential release of pollutants of concern for downstream receiving waters and other water pollutants through the use of BMPs. Implementation of the WQMP ensures on-going, long-term protection of the watershed basin. The preliminary WQMP for the Project was prepared by Westland and is included as *Technical Appendix H2* to this EIR. As identified in the WQMP, the Project is designed to include underground stormwater retention chambers, source control BMPs, and treatment control BMPs to minimize, prevent, and/or otherwise appropriately treat stormwater runoff flows for pollutants of concern before they are discharged into the municipal storm drain system (Westland, 2022b, pp. 4 to 6). Compliance with the preliminary WQMP would be

required as a condition or Project approval pursuant to Ontario Municipal Code Title 6, Chapter 6, Article V, and long-term maintenance of on-site BMPs would be required to ensure their long-term effectiveness. Therefore, water quality impacts associated with long-term operational activities would be less than significant.

Additionally, pursuant to Ontario Municipal Code Title 6, Chapter 6, Article IV, all businesses that own or operate facilities described in 40 CFR 122.26(b)(14)(i)-(xi) are required to obtain coverage under the State's General Permit for Discharges of Stormwater Associated with Industrial Activities, at least 14 days prior to the startup of business activities. All listed businesses are required to submit a completed Notice of Intent (NOI) form, site map and application fee to the SWRCB. The SWRCB also requires the listed businesses to prepare a SWPPP, retain a copy of the SWPPP on site and comply with all the requirements of the general permit. The Project would be required to prepare a SWPPP for operational activities and implement a long-term water quality sampling and monitoring program or receive an exemption. Because the permit is dependent upon a detailed accounting of all operational activities and procedures, and the Project's building users and their operational characteristics are not known at this time, details of the operational SWPPP (including BMPs) or potential exemption to the SWPPP operational activities requirement cannot be determined with certainty at this time. However, based on the performance requirements of the NPDES Industrial General Permit, the Project's mandatory compliance with all applicable water quality regulations would further reduce potential water quality impacts during long-term operation. Additionally, the Project would comply with the State Trash State Trash Amendments and the MS4 Permit by installing the appropriate Full Capture System or equivalent.

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 during long-term operation. Impacts would be less than significant.

Threshold b:	***Would the Project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?***

Water service to the Project Site would be provided by the Ontario Municipal Utilities Company (OMUC). As depicted in Figure 3-7, *Proposed Utility Plan,* water would be accommodated via proposed water lines that would extend from the southeastern and southwestern corners of the building to an existing 12-inch water main at East Airport Drive. The Project Applicant does not propose the use of any wells or other groundwater extraction activities. Therefore, the Project would not directly draw water from the groundwater table. Implementation of the Project has no potential to substantially deplete or decrease groundwater supplies and the Project's impact to groundwater supplies would be less than significant.

Development of the Project would slightly increase impervious surface coverage on the Project Site, which would, in turn, slightly reduce the amount of water percolating down into the underground aquifer that underlies the Project Site and a majority of the City and surrounding areas (i.e., Chino

Groundwater Basin). Percolation is just one of several sources of groundwater recharge for the Subbasin. A majority of the groundwater recharge in the Chino Groundwater Basin occurs within percolation basins ("recharge basins") that are located in the northern and western portions of the Basin (CBWM, 2021, Exhibit 3-5). The Project Site is located in the central portion of the Chino Groundwater Basin and would not physically impact any of the major groundwater recharge facilities in the Basin. Therefore, the Project would not result in substantial, adverse effects to local groundwater levels. Additionally, the Project includes design features that would maximize the percolation of on-site stormwater runoff into the groundwater basin, such as underground infiltration chambers and permeable landscape areas. Accordingly, buildout of the Project with these design features would not interfere substantially with groundwater recharge or impede sustainable groundwater management of the Chino Groundwater Basin. Based on the foregoing information, the Project would not interfere substantially with groundwater recharge.

For the reasons stated above, the Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project would impede sustainable groundwater management of the basin. Impacts would be less than significant.

Threshold c:	***Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: result in substantial erosion or siltation on- or off-site; substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; 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 impeded or redirect flood flows?***

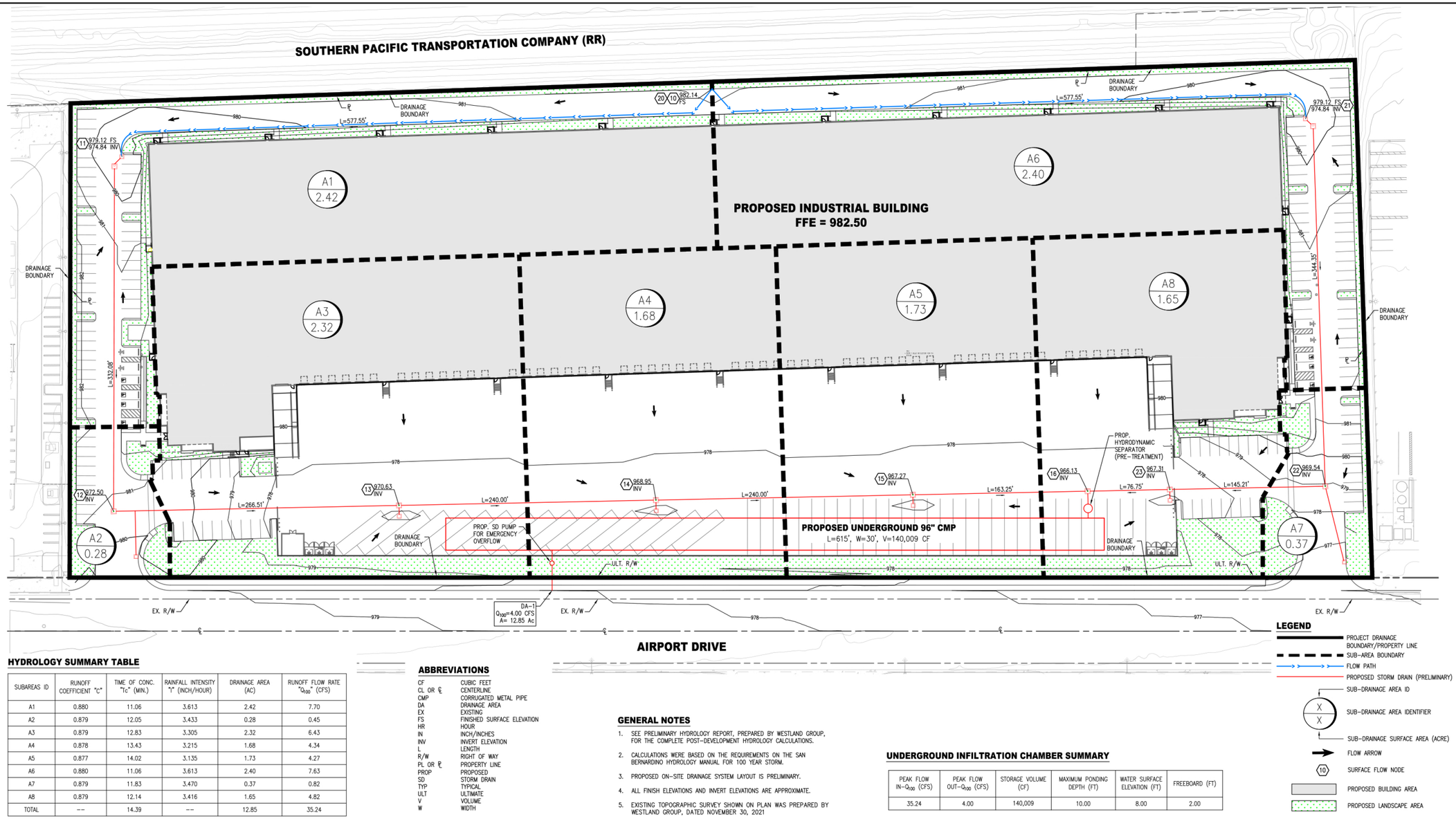
The proposed Project entails redevelopment of the Project Site with one warehouse building supported by drive aisles and parking areas for passenger vehicles and trailers. Docking areas are located south-facing façade of the proposed building. Landscape areas are proposed around the perimeter of the Site. The proposed development would consist of approximately 89% of impervious areas.

The proposed development would maintain the same drainage pattern as the existing condition. Stormwater is designed to sheet flow from north to south and be captured by proposed onsite catch basins. The proposed on-site storm drain system is designed to convey the flow into a proposed underground infiltration chamber. This system is designed to meet project's water quality requirements and provide sufficient storage to meet the 100-year storm hydrology requirement. In a large storm event, stormwater would exit the underground chamber system via pipes and be pumped out through a proposed parkway drain on Airport Drive. Runoff would sheet flow east along Airport Drive and discharge into the existing catch basin to maintain the same point of discharge as the existing condition. (Westland, 2022a, p. 2) See Figure 4.8-1, *Proposed Post-Development Hydrology Map*, for the post-development drainage map.

The following analysis evaluates the potential for Project-related development activities to adversely affect water quality or cause or exacerbate local flooding.

A. Erosion and Siltation

The Project would not alter the existing drainage pattern. Pursuant to the requirements of the State Water Resources Control Board, the Project Applicant would be required to obtain coverage under the State's General Construction Storm Water Permit for construction activities (NPDES permit). The NPDES permit is required for all development projects, including the Project, that include construction activities, such as clearing, grading, and/or excavation, that disturb at least 1 acre of total land area. In addition, the Project would be required to comply with the Santa Ana RWQCB's Santa Ana River Basin Water Quality Control Program. Compliance with the NPDES permit and the Santa Ana River Basin Water Quality Control Program involves the preparation and implementation of a SWPPP for construction-related activities. The SWPPP will specify the BMPs that would be required to be implemented during construction activities to ensure that waterborne pollution – including erosion/siltation – is prevented, minimized, and/or otherwise appropriately treated prior to surface runoff being discharged from the subject property. Examples of BMPs that may be utilized during construction include, but are not limited to, sandbag barriers, geotextiles, storm drain inlet protection, sediment traps, rip rap soil stabilizers, and hydro-seeding. Lastly, the Project would be required to implement erosion control measures pursuant to Ontario Municipal Code Title 6, Chapter 12, and to ensure compliance with SCAQMD Rule 403. Mandatory compliance with the SWPPP and the City-required erosion control measures would ensure that the Project's implementation does not violate any water quality standards or waste discharge requirements during construction activities. Based on the foregoing information, erosion and sedimentation impacts associated with Project construction activities would be less than significant.



HYDROLOGY SUMMARY TABLE

SUBAREAS ID	RUNOFF COEFFICIENT "C"	TIME OF CONC. "Tc" (MIN.)	RAINFALL INTENSITY "I" (INCH/HOUR)	DRAINAGE AREA (AC)	RUNOFF FLOW RATE "Q_{100}" (CFS)
A1	0.880	11.06	3.613	2.42	7.70
A2	0.879	12.05	3.433	0.28	0.45
A3	0.879	12.83	3.305	2.32	6.43
A4	0.878	13.43	3.215	1.68	4.34
A5	0.877	14.02	3.135	1.73	4.27
A6	0.880	11.06	3.613	2.40	7.63
A7	0.879	11.83	3.470	0.37	0.82
A8	0.879	12.14	3.416	1.65	4.82
TOTAL	--	14.39	--	12.85	35.24

ABBREVIATIONS

CF	CUBIC FEET
CL OR ℄	CENTERLINE
CMP	CORRUGATED METAL PIPE
DA	DRAINAGE AREA
EX	EXISTING
FS	FINISHED SURFACE ELEVATION
HR	HOUR
IN	INCH/INCHES
INV	INVERT ELEVATION
L	LENGTH
R/W	RIGHT OF WAY
PL OR ℙ	PROPERTY LINE
PROP	PROPOSED
SD	STORM DRAIN
TYP	TYPICAL
ULT	ULTIMATE
V	VOLUME
W	WIDTH

GENERAL NOTES

1. SEE PRELIMINARY HYDROLOGY REPORT, PREPARED BY WESTLAND GROUP, FOR THE COMPLETE POST-DEVELOPMENT HYDROLOGY CALCULATIONS.
2. CALCULATIONS WERE BASED ON THE REQUIREMENTS ON THE SAN BERNARDINO HYDROLOGY MANUAL FOR 100 YEAR STORM.
3. PROPOSED ON-SITE DRAINAGE SYSTEM LAYOUT IS PRELIMINARY.
4. ALL FINISH ELEVATIONS AND INVERT ELEVATIONS ARE APPROXIMATE.
5. EXISTING TOPOGRAPHIC SURVEY SHOWN ON PLAN WAS PREPARED BY WESTLAND GROUP, DATED NOVEMBER 30, 2021

UNDERGROUND INFILTRATION CHAMBER SUMMARY

PEAK FLOW IN-Q_{100} (CFS)	PEAK FLOW OUT-Q_{100} (CFS)	STORAGE VOLUME (CF)	MAXIMUM PONDING DEPTH (FT)	WATER SURFACE ELEVATION (FT)	FREEBOARD (FT)
35.24	4.00	140,009	10.00	8.00	2.00

LEGEND

- PROJECT DRAINAGE BOUNDARY/PROPERTY LINE
- SUB-AREA BOUNDARY
- FLOW PATH
- PROPOSED STORM DRAIN (PRELIMINARY)
- SUB-DRAINAGE AREA ID
- X / X — SUB-DRAINAGE AREA IDENTIFIER
- SUB-DRAINAGE SURFACE AREA (ACRE)
- FLOW ARROW
- 10 — SURFACE FLOW NODE
- PROPOSED BUILDING AREA
- PROPOSED LANDSCAPE AREA

Source(s): WestLAND Group, Inc. (03-23-2022)

Figure 4.8-2

Not to Scale

Proposed Post-Development Hydrology Map

During operation of the Project, the Project Applicant would be required to prepare and implement a WQMP to demonstrate compliance with the City's NPDES municipal stormwater permit, and to minimize the release of potential waterborne pollutants, including pollutants of concern for downstream receiving waters. The WQMP is a site-specific post-construction water quality management program designed to address the potential release of pollutants of concern for downstream receiving waters and other water pollutants through the use of BMPs. Implementation of the WQMP ensures on-going, long-term protection of the watershed basin. The PWQMP for the Project was prepared by Westland and is included as *Technical Appendix H2* to this EIR. Because the Project Applicant would be required to utilize erosion and sediment control measures to preclude substantial, long-term soil erosion and loss of topsoil, Project operation would result in less-than-significant impacts related to soil erosion and sedimentation.

B. Stormwater Runoff Discharge

Based on the 100-year rational method analysis presented in Table 4.8-1, *Pre-Development Hydrology Summary Table* and Table 4.8-2, *Post-Development Hydrology Summary Table*, the post-development flow rate within the disturbed area decreased compare to the pre-development flow rate. Furthermore, the post- development runoff volume decreased compare to the pre-development runoff volume. The decrease in flow rate and runoff volume was a result from a decrease in impervious areas.

Table 4.8-1 Pre-Development Hydrology Summary Table

Storm Event	Area (Acres)	Tc (min.)	Intensity (in/hr)	Flow Rate (cfs) (Rational Method)	Volume(cf) (Unit Hydrograph)
2-Year	12.85	14.77	1.71	14.42	--
100-Year		14.20	3.11	38.03	241,431

Source: (Westland, 2022a, Table 4.2.1)

Table 4.8-2 Post-Development Hydrology Summary Table

Storm Event	Area (Acres)	Tc (min.)	Intensity (in/hr)	Flow Rate (cfs) (Rational Method)	Volume(cf) (Unit Hydrograph)
2-Year	12.85	12.60	1.20	12.92	--
100-Year		14.39	309	35.24	237,145

Source: (Westland, 2022a, Table 4.2.2)

The proposed Project would not create or contribute runoff that would exceed the capacity of the existing downstream storm drain system. At buildout, the Project would discharge approximately 35.24 cubic feet per second (cfs) to the existing storm drain system, which is an approximately 7 percent decrease relative to existing conditions. Furthermore, the underground infiltration system is designed to accommodate the 100-year storm event and would not exceed the flow rates and runoff volumes generated by the existing condition. Once construction is complete, there would not be any substantial

increase in flood boundaries, levels, or frequencies in any areas outside the development. (Westland, 2022a, p. 4)

Based on the foregoing information, the Project would not substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site. Impacts would be less than significant.

C. Stormwater Drainage System Capacity & Polluted Runoff

As described above, buildout of the Project would reduce the cfs of runoff discharged into the existing municipal storm drain system during peak storm events relative to existing conditions. Accordingly, the Project would not create or contribute runoff that would exceed the capacity of any existing storm water drainage system, and impacts would be less than significant.

As discussed in the response to Threshold "a" and this Threshold (refer to sub-item "A"), the Project's construction contractors would be required to comply with a SWPPP and the Project's owner or operator would be required to comply with the WQMP to ensure that Project-related construction activities and operational activities do not result in substantial amounts of polluted runoff. Additionally, the Project would comply with the State Trash Amendments and the MS4 Permit by installing the appropriate Full Capture System or equivalent. The Project would not result in substantial additional sources of polluted runoff and impacts would be less than significant.

D. Flood Flows

The Project Site is not located within a special flood hazard area (FEMA, 2016). Accordingly, the Project Site is not expected to be inundated by flood flows during the lifetime of the Project and the Project would not impede flood flows. No impact would occur.

Threshold d: ***Would the Project in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?***

The Project Site is located approximately 38 miles northeast of the Pacific Ocean; consequently, there is no potential for the Project Site to be impacted by a tsunamis as tsunamis typically only reach up to a few miles inland. The Project Site also is not subject to flooding hazards associated with a seiche because the nearest body of water is the San Antonio Dam, approximately 10 miles to the north of the Project Site, which is too far away from the subject property to impact the property with a seiche (Google Earth, 2021). According to The Ontario Plan 2050 EIR, the Project Site is not located within the potential inundation from San Antonio Dam; however, the Project Site is adjacent to an area with potential inundation from debris basins (Ontario, 2022a, Figure 5.10-3). The probability of dam failure is very low, and Ontario has never been impacted by a major dam failure. In addition, dam owners are required to maintain emergency action plans that include procedures for damage assessment and emergency warnings. (Ontario, 2022a, p. 5.10-26) Accordingly, impacts would be less than significant.

Threshold e: ***Would the Project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?***

As discussed under Threshold "a" above, the Project Site is located within the Santa Ana River Basin and 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 a SWPPP and WQMP. As also discussed in Threshold "a" above, implementation of the Project would not conflict with or obstruct the *Santa Ana River Basin Water Quality Control* Plan and impacts would be less than significant.

The Project Site is located within the Chino Groundwater Basin, which is an adjudicated groundwater basin. Adjudicated basins, like the Chino Groundwater Basin, are exempt from the 2014 Sustainable Groundwater Management Act (SGMA) because such basins already operate under a court-ordered management plan to ensure the long-term sustainability of the basin. No component of the Project would obstruct with or prevent implementation of the management plan for the Chino Groundwater Basin. As such, the Project's construction and operation would not conflict with any sustainable groundwater management plan. Impacts would be less than significant.

4.8.5 Cumulative Impact Analysis

The cumulative impact analysis considers construction and operation of the Project in conjunction with other development projects in the vicinity of the Project Site and projects located in the Santa Ana River Basin and Chino Groundwater Basin.

A. Water Quality

Project construction and the construction of other projects in the cumulative study area would have the potential to contribute waterborne pollution, including erosion and siltation, to the Santa Ana River Watershed. Pursuant to the requirements of the State Water Resources Control Board and the Santa Ana RWQCB, all construction projects that disturb 1 or more acres of land area are required to obtain coverage for construction activities under the State's General Construction NPDES Permit. In order to obtain coverage, an effective Site-specific SWPPP is required to be developed and implemented. The SWPPP must identify potential on-site pollutants and identify an effective combination of erosion control and sediment control measures to reduce or eliminate discharge of pollutants to surface waters. In addition, the Project Applicant and all cumulative developments in the Santa Ana River Basin would be required to comply with the Santa Ana RWQCB's Santa Ana River Basin Water Quality Control Program, which establishes water quality standards for ground and surface waters of the region. Compliance with these mandatory regulatory requirements, would ensure that development projects within the Santa Ana River watershed, including the proposed Project, would not contribute substantially to water quality impairments during construction.

Operational activities on the Project Site would be required to comply with the Project's WQMP to minimize the amount of waterborne pollution, including erosion and sediment, discharged from the Site. Other development projects within the watershed would similarly be required by law to prepare

and implement Site-specific WQMPs to ensure that runoff does not substantially contribute to water quality violations. Accordingly, operation of the Project would not contribute to cumulatively-considerable water quality effects.

B. Groundwater Supplies and Management

The Project incorporates design features that would allow surface runoff to infiltrate into the groundwater basin. Other development projects would similarly be required by applicable lead agencies to incorporate design features that facilitate percolation (e.g., through minimum landscaped/permeable area requirements, water quality/detention basins, infiltration basins). Also, as previously noted, implementation of the Project would not result in substantial adverse effects to local groundwater supplies or groundwater recharge. Thus, no component of the Project would obstruct with or prevent implementation of the management plan for the Chino Groundwater Basin, and other development projects within the Chino Groundwater Basin would be prohibited from any activity that would endanger the health and sustainability of the groundwater basin. Based on the lack of impacts to groundwater, the provision of design measures that would facilitate percolation, and compliance with applicable Chino Groundwater Basin management plans, cumulative development would not result in a considerable, adverse effect to local groundwater supplies.

C. Flooding

Construction of the Project and other development projects within the Santa Ana River watershed would be required to comply with federal, State, and local regulations and applicable regional and local master drainage plans in order to mitigate flood hazards both on- and off-site. Compliance with federal, State, and local regulations and applicable drainage plans would require development sites to be protected from flooding during peak storm events (i.e., 100-year storm) and also would not allow development projects to expose downstream properties to increased flooding risks during peak storm events. In addition, future development proposals within the Santa Ana River Basin would be required to prepare hydrologic and hydraulic calculations, subject to review and approval by the responsible City Engineer, to demonstrate that substantial on- and/or off-site flood hazards would not occur. As discussed under the response to Threshold "c," the Project is designed to ensure that runoff from the Project Site during peak storm events is reduced relative to existing conditions. Because the Project and all other developments throughout the Santa Ana River Basin, would need to comply with federal, State, and local regulations to ensure that stormwater discharges do not substantially exceed existing volumes or exceed the volume of available conveyance infrastructure, a substantial cumulative impact related to flood hazards would not occur.

Additionally, the Project Site is not located within a special flood hazard area or in an area subject to inundation. Accordingly, development on the Project Site would have no potential to impede or redirect flood flows and a cumulatively-considerable impact would not occur.

4.8.6 Significance of Impacts Before Mitigation

Threshold a: Less-than-Significant Impact. The Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. Adherence to a SWPPP and WQMP is required as part of the Project's implementation to address construction- and operational-related water quality.

Threshold b: Less-than-Significant Impact. The Project would not physically impact any of the major groundwater recharge facilities in the Chino Groundwater Basin. The Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project would impede sustainable groundwater management of the Basin.

Threshold c: Less-than-Significant Impact. The Project would be required to comply with applicable water quality regulatory requirements to minimize erosion and siltation. Additionally, the Project would not result in flooding on- or off-site or impede/redirect flood flows. Lastly, the Project would not create or contribute runoff that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.

Threshold d: Less-than-Significant Impact. The Project Site would not be subject to inundation from tsunamis or seiches. The Project Site is adjacent to an area with potential inundation from debris basins. The probability of dam failure is very low, and Ontario has never been impacted by a major dam failure. In addition, dam owners are required to maintain emergency action plans that include procedures for damage assessment and emergency warnings.

Threshold e: Less-than-Significant Impact. The Project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

4.8.7 Mitigation

Impacts would be less than significant; therefore, mitigation is not required.

4.9 NOISE

This Subsection addresses the environmental issue of noise, including existing noise levels in the Project area and the Project's potential to introduce new or elevated sources of noise. The analysis contained herein incorporates information contained in a technical report prepared by Urban Crossroads, Inc., titled "5355 East Airport Drive Noise Impact Analysis" (noise analysis) and dated August 3, 2022 (Urban Crossroads, 2022e). The report is included as *Technical Appendix I* to this EIR. Refer to Section 7.0, *References*, for a complete list of reference sources used in the analysis presented in this Subsection.

4.9.1 NOISE FUNDAMENTALS

A. Noise Definitions

Noise is simply defined as "unwanted sound." Sound becomes unwanted when it interferes with normal activities, when it causes physical harm, or when it has adverse effects on health. Because the range of sound that the human ear can detect is large, the scale used to measure sound intensity is based on multiples of 10, the logarithmic scale. The unit of measure to describe sound intensity is the decibel (dB). A sound increase of 10 dB represents a ten-fold increase in sound energy and is perceived by the human ear as being roughly twice as loud. A-weighted decibels (dBA) approximate the subjective response of the human ear to broad frequency noise sources by discriminating against very low and very high frequencies of the audible spectrum (i.e., frequencies that are not audible to the human ear). The most common sounds vary between 40 dBA (very quiet) to 100 dBA (very loud). Normal conversation at a distance of three feet is roughly 60 dBA, while a jet engine is 110 dBA at approximately 100 feet (Urban Crossroads, 2022e, pp. 7-8)

B. Noise Descriptors

Environmental noise descriptors are generally based on averages, rather than instantaneous, noise levels. The most used noise descriptor is the equivalent level (L_{eq}). Equivalent sound levels are not measured directly but are calculated from sound pressure levels typically measured in A-weighted decibels (dBA). The equivalent sound level (L_{eq}) represents a steady state sound level containing the same total energy as a time varying signal over a given sample period and is commonly used to describe the "average" noise levels within the environment.

Peak hour or average noise levels, while useful, do not completely describe a given noise environment. Noise levels lower than peak hour may be disturbing if they occur during times when quiet is most desirable, namely evening and nighttime (sleeping) hours. To account for this, the Community Noise Equivalent Level (CNEL), representing a composite 24-hour noise level is utilized. The CNEL is the weighted average of the intensity of a sound, with corrections for time of day, and averaged over 24 hours. The time-of-day corrections require the addition of 5 decibels to dBA L_{eq} sound levels in the evening from 7:00 p.m. to 10:00 p.m., and the addition of 10 decibels to dBA L_{eq} sound levels at night between 10:00 p.m. and 7:00 a.m. These additions are made to account for the noise sensitive time periods during the evening and night hours when noise can become more intrusive. CNEL does not represent the actual sound level heard at any time, but rather represents the total sound exposure. The

City of Ontario relies on the 24-hour CNEL level to assess land use compatibility with transportation related noise sources (Urban Crossroads, 2022e, p. 8).

C. Sound Propagation

When sound propagates over a distance, it changes in level and frequency content. The manner in which noise reduces with distance depends on geometric spreading, ground absorption, atmospheric effects, and shielding.

1. Geometric Spreading

Sound from a localized source (i.e., a stationary point source) propagates uniformly outward in a spherical pattern. The sound level attenuates (or decreases) at a rate of 6 dB for each doubling of distance from a point source. Highways consist of several localized noise sources on a defined path and hence can be treated as a line source, which approximates the effect of several point sources. Noise from a line source propagates outward in a cylindrical pattern, often referred to as cylindrical spreading. Sound levels attenuate at a rate of 3 dB for each doubling of distance from a line source (Urban Crossroads, 2022e, p. 8).

2. Ground Absorption

The propagation path of noise from a highway to a receiver is usually very close to the ground. Noise attenuation from ground absorption and reflective wave canceling adds to the attenuation associated with geometric spreading. Traditionally, the excess attenuation has also been expressed in terms of attenuation per doubling of distance. This approximation is usually sufficiently accurate for distances of less than 200 ft. For acoustically hard sites (i.e., sites with a reflective surface between the source and the receiver, such as a parking lot or body of water), no excess ground attenuation is assumed. For acoustically absorptive or soft sites (i.e., those sites with an absorptive ground surface between the source and the receiver such as soft dirt, grass, or scattered bushes and trees), an excess ground attenuation value of 1.5 dB per doubling of distance is normally assumed. When added to the cylindrical spreading, the excess ground attenuation results in an overall drop-off rate of 4.5 dB per doubling of distance from a line source (Urban Crossroads, 2022e, pp. 8-9).

3. Atmospheric Effects

Receivers located downwind from a source can be exposed to increased noise levels relative to calm conditions, whereas locations upwind can have lowered noise levels. Sound levels can be increased at large distances (e.g., more than 500 feet) due to atmospheric temperature inversion (i.e., increasing temperature with elevation). Other factors such as air temperature, humidity, and turbulence can also have significant effects (Urban Crossroads, 2022e, p. 9).

4. Shielding

A large object or barrier in the path between a noise source and a receptor can substantially attenuate noise levels at the receptor. The amount of attenuation provided by shielding depends on the size of

the object and the frequency content of the noise source. Shielding by trees and other such vegetation typically only has an "out of sight, out of mind" effect. That is, the perception of noise impact tends to decrease when vegetation blocks the line-of-sight to nearby residents. However, for vegetation to provide a substantial, or even noticeable, noise reduction, the vegetation area must be at least 15 feet in height, 100 feet wide and dense enough to completely obstruct the line-of-sight between the source and the receiver. This size of vegetation may provide up to 5 dBA of noise reduction. The Federal Highway Administration (FHWA) does not consider the planting of vegetation to be a noise abatement measure (Urban Crossroads, 2022e, p. 9).

D. Response to Noise

Approximately 16 percent of the population has a very low tolerance for noise and will object to any noise not of their own making. Consequently, even in the quietest environment, some complaints will occur. 20 to 30 percent of the population will not complain even in very severe noise environments. Thus, a variety of reactions can be expected from people exposed to any given environment. Despite this variability in behavior on an individual level, the population as a whole can be expected to exhibit the following responses to changes in noise levels: an increase of 1 dBA cannot be perceived except in carefully controlled laboratory experiments; a change of 3 dBA is considered "barely perceptible;" and a change of 5 dBA is considered "readily perceptible." (Urban Crossroads, 2022e, p. 10)

E. Vibration

Vibration is the periodic oscillation of a medium or object. Sources of groundborne vibration include natural phenomena (e.g., earthquakes, volcanic eruptions, sea waves, landslides) or human-made causes (e.g., explosions, machinery, traffic, trains, construction equipment). Vibration sources may be continuous, such as factory machinery, or transient, such as explosions. As is the case with airborne sound, groundborne vibrations may be described by amplitude and frequency. Vibration is often described in units of velocity (inches per second) and decibels (dB) and is denoted as VdB.

The background vibration-velocity level in residential areas is generally 50 VdB. Groundborne vibration is normally perceptible to humans at approximately 65 VdB. For most people, a vibration-velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels (Urban Crossroads, 2022e, p. 11).

4.9.2 Existing Noise Conditions

A. Existing Study Area Ambient Noise Conditions

Urban Crossroads recorded 24-hour noise readings at 4 locations in the area of sensitive noise receivers nearest to the Project Site, which are on the opposite side of I-15 and I-10 from the Project Site, on March 8, 2022. The noise measurement locations are identified in Figure 4.9-1, *Noise Measurement Locations*. The results of the existing noise level measurements are summarized below. Noise measurement worksheets for the hourly noise levels and the minimum and maximum observed noise levels at each measurement location are provided in the noise analysis (refer to *Technical Appendix I*). In general, the existing background ambient noise levels in the Project area are dominated by traffic

noise associated with automobiles and truck traffic on the local arterial roadway network. It should be noted that hotel uses are generally not considered sensitive receptors since occupants are temporary and transient, but for the purpose of a conservative analysis, hotels are considered sensitive receptors for the analysis of this Project.

- Location L1 represents the noise levels located northwest of the Project Site near Ayres Hotel Ontario Mills Mall at 4395 Ontario Mills Parkway. The noise level measurements collected show an average daytime noise level calculated to be 58.4 dBA L_{eq} and an average nighttime noise level calculated to be 59.0 dBA L_{eq} at Location L1.

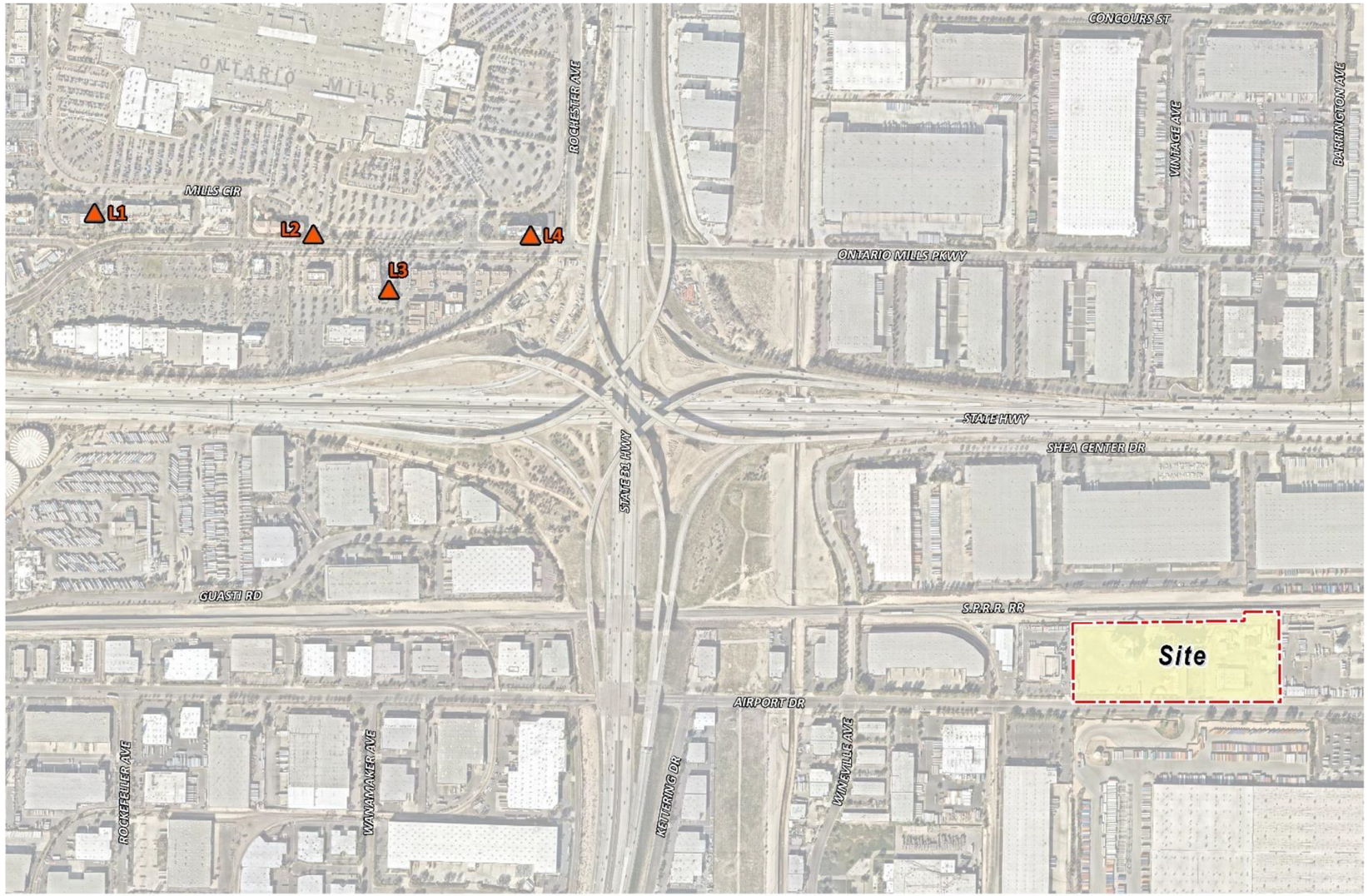
- Location L2 represents the noise levels located northwest of the Project Site near Hampton Inn & Suites Ontario at 4500 Ontario Mills Parkway. The noise level measurements collected show an average daytime noise level calculated to be 61.7 dBA L_{eq} and an average nighttime noise level calculated to be 61.3 dBA L_{eq} at Location L2.

- Location L3 represents the noise levels located northwest of the Project Site near Country Inn & Suites by Radisson, Ontario at Ontario Mills at 4674 Ontario Mills Parkway. The noise level measurements collected show an average daytime noise level calculated to be 67.1 dBA L_{eq} and an average nighttime noise level calculated to be 62.2 dBA L_{eq} at Location L3.

- Location L4 represents the noise levels located northwest of the Project Site near Hyatt Place Ontario/Rancho Cucamonga at 4760 Mills Circle. The noise level measurements collected show an average daytime noise level calculated to be 69.8 dBA L_{eq} and an average nighttime noise level calculated to be 68.2 dBA L_{eq} at Location L4. (Urban Crossroads, 2022e, p. 24)

B. Existing Airport Noise

The Project Site is located approximately 2.7 miles east of the Ontario International Airport (ONT). This places the Project Site within the ONT Airport Influence Area according to Policy Map 2-1 of the Ontario International Airport Land Use Compatibility Plan (ONT ALUCP). Within the ONT Airport Influence Area, most of the Project Site is located outside the 65 dB CNEL airport noise impact zone. (Urban Crossroads, 2022e, p. 16)



Source(s): Urban Crossroads (08-01-2022)

Figure 4.9-1

Not to Scale

Noise Measurement Locations

4.9.3 REGULATORY SETTING

The following is a brief description of the federal, state, and local environmental laws and related noise-related regulations.

A. Federal Plans, Policies, and Regulations

1. Noise Control Act of 1972

The Noise Control Act of 1972 establishes a national policy to promote an environment for all Americans free from noise that jeopardizes their health and welfare. The Act also serves to 1) establish a means for effective coordination of Federal research and activities in noise control; 2) authorize the establishment of Federal noise emission standards for products distributed in commerce; and 3) provide information to the public respecting the noise emission and noise reduction characteristics of such products. (EPA, 2021b)

While primary responsibility for control of noise rests with State and local governments, Federal action is essential to deal with major noise sources in commerce, control of which require national uniformity of treatment. The Environmental Protection Agency (EPA) is directed by Congress to coordinate the programs of all Federal agencies relating to noise research and noise control. (EPA, 2021b)

2. Federal Transit Administration

The Federal Transit Administration (FTA) published a *Noise and Vibration Impact Assessment* (*NVIA*), which provides guidance for preparing and reviewing the noise and vibration sections of environmental documents. In the interest of promoting quality and uniformity in assessments, the manual is used by project sponsors and consultants in performing noise and vibration analyses for inclusion in environmental documents. The manual sets forth the methods and procedures for determining the level of noise and vibration impact resulting from most federally-funded transit projects and for determining what can be done to mitigate such impact. (FTA, 2006, p. 1-1)

The *NVIA* also establishes criteria for acceptable ground-borne vibration, which are expressed in terms of root mean square (rms) velocity levels in decibels and the criteria for acceptable ground-borne noise are expressed in terms of A-weighted sound levels. As shown in Table 4.9-1, *Ground-Borne Vibration and Ground-Borne Noise Impact Criteria for General Assessment*, the FTA identifies three categories of land uses and provides Ground-Based Vibration (GBV) and Ground-Based Noise (GBN) criteria for each category of land use. (FTA, 2006, pp. 8-3 and 8-4)

Table 4.9-1 Ground-Borne Vibration and Ground-Borne Noise Impact Criteria for General Assessment

Land Use Category	GBV Impact Levels (VdB re 1 micro-inch /sec)			GBN Impact Levels (dB re 20 micro Pascals)		
	Frequent Events[1]	Occasional Events[2]	Infrequent Events[3]	Frequent Events[1]	Occasional Events[2]	Infrequent Events[3]
Category 1: Buildings where vibration would interfere with interior operations.	65 VdB[4]	65 VdB[4]	65 VdB[4]	N/A[4]	N/A[4]	N/A[4]
Category 2: Residences and buildings where people normally sleep.	72 VdB	75 VdB	80 VdB	35 dBA	38 dBA	43 dBA
Category 3: Institutional land uses with primarily daytime use.	75 VdB	78 VdB	83 VdB	40 dBA	43 dBA	48 dBA

Notes:

1. "Frequent Events" is defined as more than 70 vibration events of the same source per day. Most rapid transit projects fall into this category.
2. "Occasional Events" is defined as between 30 and 70 vibration events of the same source per day. Most commuter trunk lines have this many operations.
3. "Infrequent Events" is defined as fewer than 30 vibration events of the same kind per day. This category includes most commuter rail branch lines.
4. This criterion limit is based on levels that are acceptable for most moderately sensitive equipment such as optical microscopes. Vibration-sensitive manufacturing or research will require detailed evaluation to define the acceptable vibration levels. Ensuring lower vibration levels in a building often requires special design of the HVAC systems and stiffened floors.
5. Vibration-sensitive equipment is generally not sensitive to ground-borne noise.

Source: (FTA, 2006, Table 8-1)

3. Federal Highway Administration

The FHWA is the agency responsible for administering the Federal-aid highway program in accordance with Federal statutes and regulations. The FHWA developed the noise regulations as required by the Federal-Aid Highway Act of 1970 (Public Law 91-605, 84 Stat. 1713). The regulation, Title 23 of the United States Code of Federal Regulations Part 772 *Procedures for Abatement of Highway Traffic Noise and Construction Noise*, applies to highway construction projects where a State department of transportation has requested Federal funding for participation in the project. The regulation requires the highway agency to investigate traffic noise impacts in areas adjacent to federally-aided highways for proposed construction of a highway on a new location or the reconstruction of an existing highway to either significantly change the horizontal or vertical alignment or increase the number of through-traffic lanes. If the highway agency identifies impacts, it must consider abatement. The highway agency must incorporate all feasible and reasonable noise abatement into the project design. (FHWA, 2017)

The FHWA regulations for mitigation of highway traffic noise in the planning and design of federally aided highways are contained in 23 CFR 772. The regulations contain noise abatement criteria, which

represent the upper limit of acceptable highway traffic noise for different types of land uses and human activities. The regulations do not require meeting the abatement criteria in every instance. Rather, they require highway agencies make every reasonable and feasible effort to provide noise mitigation when the criteria are approached or exceeded. Compliance with the noise regulations is a prerequisite for the granting of Federal-aid highway funds for construction or reconstruction of a highway. (FHWA, 2017)

4. Construction-Related Hearing Conservation

The Occupational Safety and Health Administration (OSHA) hearing conservation program is designed to protect workers with significant occupational noise exposures from hearing impairment even if they are subject to such noise exposures over their entire working lifetimes. Standard 29 CFR, Part 1910 indicates the noise levels under which a hearing conservation program is required to be provided to workers exposed to high noise levels. (OSHA, 2002)

Note: This analysis does not evaluate the noise exposure of construction workers within the Project Site based on CEQA requirements, and instead, evaluates the Project-related construction noise levels at the nearby sensitive receiver locations in the Project study area. Further, periodic exposure to high noise levels in short duration, such as Project construction, is typically considered an annoyance and not impactful to human health. It would take several years of exposure to high noise levels to result in hearing impairment.

B. State Plans, Policies, and Regulations

1. State of California Noise Requirements

The State of California regulates freeway noise, sets standards for sound transmission, provides occupational noise control criteria, identifies noise standards, and provides guidance for local land use compatibility. State law requires that each county and city in the State adopt a General Plan that includes a Noise Element, which is to be prepared according to guidelines adopted by the Governor's Office of Planning and Research (OPR). The purpose of the Noise Element is to limit the exposure of the community to excessive noise levels.

2. Building Standards Code

The State of California's noise insulation standards are codified in the California Code of Regulations, Title 24, Building Standards Administrative Code, Part 2, and the California Building Standards Code. These noise standards are applied to new construction in California for the purpose of controlling interior noise levels resulting from exterior noise sources. The regulations specify that acoustical studies must be prepared when noise-sensitive structures, such as residential buildings, schools, or hospitals, are developed near major transportation noise sources, and where such noise sources create an exterior noise level of 60 dBA CNEL or higher. Acoustical studies that accompany building plans for noise-sensitive land uses must demonstrate that the structure has been designed to limit interior noise in habitable rooms to acceptable noise levels. For new residential buildings, schools, and hospitals, the acceptable interior noise limit for new construction is 45 dBA CNEL. (BSC, n.d.)

3. OPR General Plan Guidelines

Though not adopted by law, the 2017 California General Plan Guidelines, published by OPR, provides guidance for local agencies in preparing or updating General Plans. The Guidelines provide direction on the required Noise Element portion of the General Plans. The purpose of the Noise Element is to limit the exposure of the community to excessive noise levels. The OPR Guidelines state that General Plan policies and standards must be sufficient to serve as a guideline for compliance with sound transmission control requirements, and directly correlate to the Land Use, Circulation, and Housing Elements. The Guidelines also state that the Noise Element must be used to guide decisions concerning land use and the location of new roads and transit facilities since these are common sources of excessive noise levels. (OPR, 2017a, pp. 131-132) The City's General Plan (Policy Plan) addresses the topic of noise in its Safety Element. Refer below for a discussion of the City's Policy Plan.

C. Local Plans, Policies, and Regulations

1. Ontario International Airport, Airport Land Use Compatibility Plan

The Project Site is located approximately 2.7 miles west of the nearest runway at the ONT and is located within the ONT Airport Influence Area (AIA). The most recent ONT ALUCP was adopted on April 19, 2011. The ALUCP establishes safety zones, airspace protection zones, noise impact zones, and recorded overflight notification zones for areas within the ONT AIA. Most of the Project Site is located outside the 65 dB CNEL airport noise impact zone (Ontario, 2011, Map 2-3, Table 2-3). The 65 dB CNEL area does not have any restrictions for industrial or warehouse uses.

2. City of Ontario Policy Plan

The City's Policy Plan Safety Element Section S4, Noise Hazards, establishes a goal of maintaining an environment where noise does not adversely affect the public's health, safety, and welfare. To satisfy this goal, the Policy Plan identifies 6 policies related to: noise mitigation; coordination with transportation authorities; airport noise mitigation; truck traffic; roadway design; and airport noise compatibility. Noise criteria identified at Policy Plan Table LU-7 provide guidelines to evaluate land use compatibility within various noise environments (Urban Crossroads, 2022e, p. 13).

3. City of Ontario Municipal Code

❑ Construction-Related Noise Standards

Section 5-29.09 of the Ontario Municipal Code establishes the City's acceptable noise criteria for construction activities. Specifically, it 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" (Urban Crossroads, 2022e, p. 16).

❑ Operational Noise Standards

Section 5-29.04(a) of the Ontario Municipal Code identifies the allowable daytime and nighttime ambient exterior noise standards for each land use type. For Manufacturing and Industrial land uses (Noise Zone V), such as this Project, ambient exterior noise levels may not exceed 70 dBA Leq. 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.). The lower noise level standard shall apply on the boundary between two (2) different noise zones. If the ambient noise level exceeds the resulting standard, the ambient noise level shall be the standard (Urban Crossroads, 2022e, p. 15).

4.9.4 Methodology for Calculating Project-Related Noise Impacts

A. Construction Noise Analysis Methodology

For the construction noise analysis, this construction noise analysis was prepared using reference construction equipment noise levels from the FHWA published the Roadway Construction Noise Model (RCNM), which includes a national database of construction equipment reference noise emission levels. The RCNM equipment database, provides a comprehensive list of the noise generating characteristics for specific types of construction equipment. In addition, the database provides an acoustical usage factor to estimate the fraction of time each piece of construction equipment is operating at full power (i.e., its loudest condition) during a construction operation. Table 4.9-2, *Construction Reference Noise Levels*, provides a summary of the reference noise level measurements.

Table 4.9-2 Construction Reference Noise Levels

Construction Stage	Reference Construction Activity	Reference Noise Level @ 50 Feet (dBA L_{eq})[1]	Combined Noise Level (dBA L_{eq})[2]	Combined Sound Power Level (PWL)[3]
Demolition	Demolition Equipment	82	83	115
	Backhoes	74		
	Hauling Trucks	72		
Site Preparation	Crawler Tractors	78	80	112
	Hauling Trucks	72		
	Rubber Tired Dozers	75		
Grading	Graders	81	83	115
	Excavators	77		
	Compactors	76		
Building Construction	Cranes	73	81	113
	Tractors	80		
	Welders	70		
Paving	Pavers	74	83	115
	Paving Equipment	82		
	Rollers	73		

Construction Stage	Reference Construction Activity	Reference Noise Level @ 50 Feet (dBA L_{eq})[1]	Combined Noise Level (dBA L_{eq})[2]	Combined Sound Power Level (PWL)[3]
Architectural Coating	Cranes	73	77	109
	Air Compressors	74		
	Generator Sets	70		

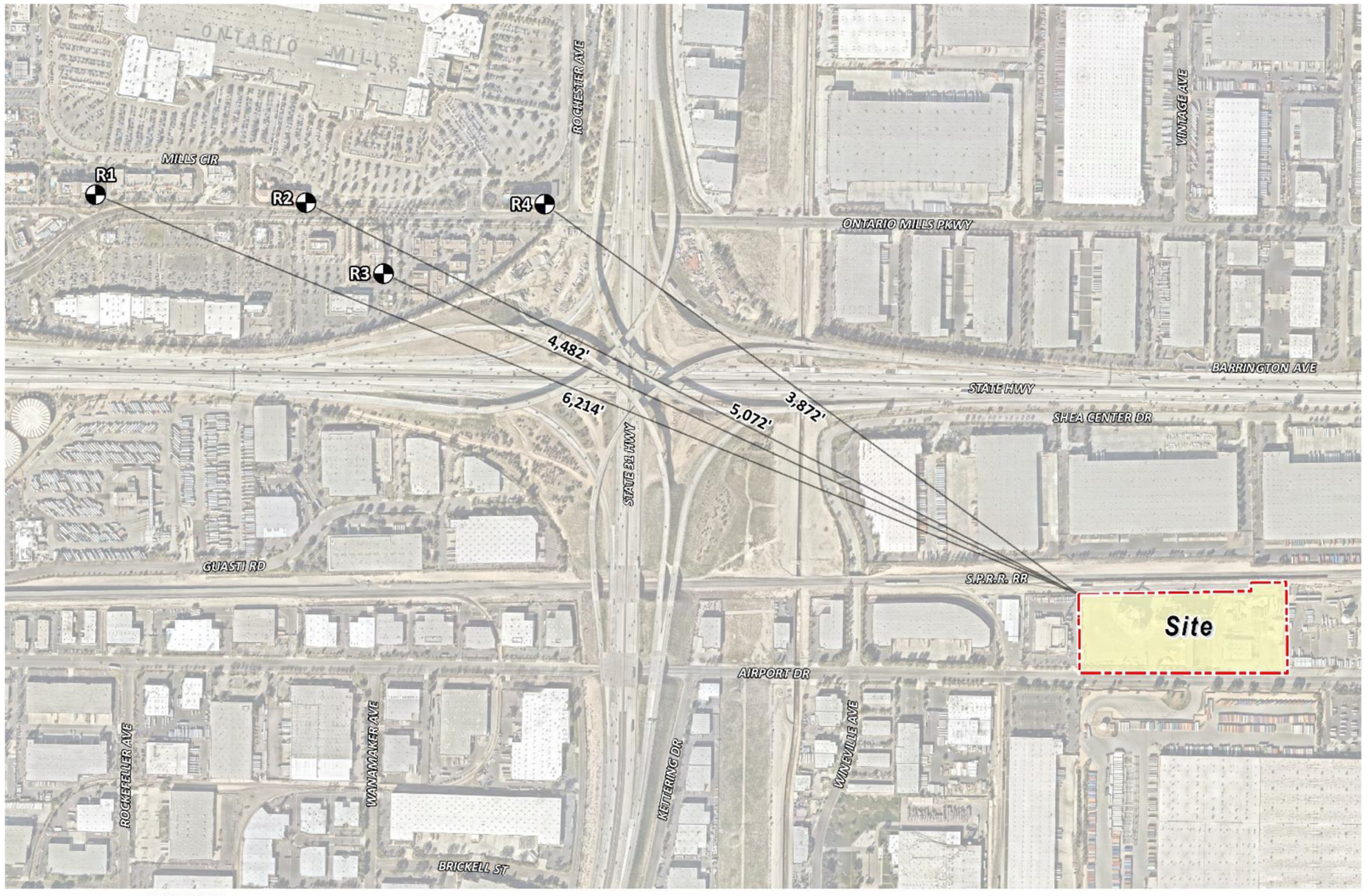
[1] FHWA Roadway Construction Noise Model (RCNM).
[2] Represents the combined noise level for all equipment assuming they operate at the same time consistent with FTA Transit Noise and Vibration Impact Assessment guidance.
[3] Sound power level represents the total amount of acoustical energy (noise level) produced by a sound source independent of distance or surroundings. Sound power levels calibrated using the CadnaA noise model at the reference distance to the noise source.
Source: (Urban Crossroads, 2022e, Table 8-1)

The construction noise analysis evaluates Project construction-related noise levels at the closest nearby receiver locations in the Project study area, which are located on the opposite side of I-15 and I-10 from the Project Site. Four representative receiver locations were considered in the construction noise analysis. The receiver locations used in the construction noise analysis are shown on Figure 4.9-2, *Noise Receiver Locations*. Other sensitive land uses in the Project study area that are located at greater distances than those identified in this noise study will experience lower noise levels than those presented in this report due to the additional attenuation from distance and the shielding of intervening structures. Distance is measured in a straight line from the project boundary to each receiver location.

R1: Location R1 represents the existing noise sensitive Ayres Hotel Ontario Mills Mall at 4395 Ontario Mills Parkway, approximately 6,214 feet northwest of the Project Site. Since there are no private outdoor living areas (backyards) facing the Project Site, receiver R1 is placed at the building façade. A 24-hour noise measurement was taken near this location, L1, to describe the existing ambient noise environment.

R2: Location R2 represents the existing noise sensitive Hampton Inn & Suites Ontario at 4500 Ontario Mills Parkway, approximately 5,072 feet northwest of the Project Site. Since there are no private outdoor living areas (backyards) facing the Project Site, receiver R2 is placed at the building façade. A 24-hour noise measurement was taken near this location, L2, to describe the existing ambient noise environment.

R3: Location R3 represents the existing noise Country Inn & Suites by Radisson, Ontario at Ontario Mills at 4674 Ontario Mills Parkway, approximately 4,482 feet northwest of the Project Site. Since there are no private outdoor living areas (backyards) facing the Project Site, receiver R3 is placed at the building façade. A 24-hour noise measurement was taken near this location, L3, to describe the existing ambient noise environment.



Source(s): Urban Crossroads (08-01-2022)

Figure 4.9-2

Not to Scale

Noise Receiver Locations

R4: Location R4 represents the existing noise Hyatt Place Ontario/Rancho Cucamonga at 4760 Mills Circle, approximately 3,872 feet northwest of the Project Site. Since there are no private outdoor living areas (backyards) facing the Project Site, receiver R4 is placed at the building façade. A 24-hour noise measurement was taken near this location, L4, to describe the existing ambient noise environment.

B. Stationary Noise Analysis Methodology

For the operational stationary noise analysis, the noise impact analysis relies on reference noise level measurements collected from similar types of activities to represent the noise levels expected with the development of the Project. Consistent with similar warehouse and industrial uses, the Project business operations would primarily be conducted within the enclosed buildings, except for traffic movement, parking, as well as loading and unloading of trucks at designated loading bays. The on-site Project-related noise sources are expected to include: loading dock activity, roof-top air conditioning units, trash enclosure activity, parking lot vehicle movements, and truck movements.

To estimate the Project operational noise impacts, reference noise level measurements for these anticipated uses were collected by Urban Crossroads, Inc. from similar types of activities to represent the noise levels expected with the development of the proposed Project. The projected noise levels assume the worst-case noise 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 sources of noise activity will likely vary throughout the day.

Table 4.9-3, *Operational Reference Noise Levels*, provides a summary of the reference noise level measurements for the types of equipment and site operations that are expected on the Project Site. All operational noise level measurements presented in Table 4.9-3 were normalized to describe a common reference distance of 50 feet. The stationary noise analysis evaluates Project-related noise levels at the nearby receiver locations in the Project study area. The receiver locations used in the stationary noise analysis are the same that are used in the construction analysis (refer to Figure 4.9-2, *Noise Receiver Locations*).

Table 4.9-3 Operational Reference Noise Levels

Noise Source[1]	Noise Source Height (Feet)	Min./ Hour[2]		Reference Noise Level (dBA L_{eq}) @ 50 Feet	Sound Power Level (dBA)[3]
		Day	Night		
Loading Dock Activity	8'	60	60	65.7	111.5
Roof-Top Air Conditioning Units	5'	39	28	57.2	88.9
Trash Enclosure Activity	5'	10	10	57.3	89.0
Parking Lot Vehicle Movements	5'	60	60	56.1	87.8
Truck Movements	8'	60	60	59.8	93.2

[1] As measured by Urban Crossroads, Inc.
[2] Anticipated duration (minutes within the hour) of noise activity during typical hourly conditions expected at the Project Site. "Daytime" = 7:00 a.m. - 10:00 p.m.; "Nighttime" = 10:00 p.m. - 7:00 a.m.
[3] Sound power level represents the total amount of acoustical energy (noise level) produced by a sound source independent of distance or surroundings. Sound power levels calculated using the CadnaA noise model at the reference distance to the noise source.
Source: (Urban Crossroads, 2022e, Table 7-1)

C. Vibration Analysis Methodology

Vibration levels were predicted using reference vibration levels and logarithmic equations contained in the Federal Transit Administration's (FTA) 2018 publication: "Transit Noise and Vibration Impact Assessment." The vibration source levels for Project construction equipment are summarized in Table 4.9-4, *Vibration Source Levels for Construction Equipment*.

Table 4.9-4 Vibration Source Levels for Construction Equipment

Equipment	PPV (in/sec) at 25 feet
Small bulldozer	0.003
Jackhammer	0.035
Loaded Trucks	0.076
Large bulldozer	0.089

Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual
Source: : (Urban Crossroads, 2022e, Table 8-5)

4.9.5 Basis for Determining Significance

According to Section XII of the CEQA Guidelines, the proposed Project would result in a significant impact to noise if the Project or any Project-related component would (OPR, 2019):

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 ground borne vibration or ground borne 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?

Noise level increases resulting from the Project are evaluated based on the Appendix G CEQA Guidelines. Under CEQA, consideration must be given to the magnitude of the increase, the existing baseline ambient noise levels, and the location of receivers to determine if a noise increase represents a significant adverse environmental impact. This approach recognizes that there is no single noise increase that renders the noise impact significant.

In relation to Threshold "a," Project-related construction and operational activities would be subject to the applicable noise standards established by the City's Municipal Code and Policy Plan. However, neither the Policy Plan nor the Municipal Code defines the levels at which a development project's temporary or permanent noise increases are considered substantial. Under Threshold "a," CEQA requires that consideration be given to the to the magnitude of the increase, the existing ambient noise levels, and the location of sensitive receptors in order to determine if a noise increase represents a substantial increase and thus a significant adverse environmental impact. For purposes of this EIR, the metric used to evaluate the significance of the Project's increase in ambient noise levels is adapted from the Federal Interagency Committee on Noise (FICON) and FTA. A detailed discussion of the noise exposure criteria is provided in Subsection 4.1 of the Project's noise impact analysis (refer to *Technical Appendix I*). Accordingly, in consideration of the City's Policy Plan and Municipal Code and the FICON and FTA noise exposure criteria, the Project would result in a significant noise impact during operation if any of the following conditions occur:

Project construction activities would result in a significant impact if construction noise conflicts with the City of Ontario Municipal Code (Section 5-29.09(a)) as follows:

- Project-related construction activities take place outside the permitted hours of 7:00 a.m. and 6:00 p.m. on any weekday or between the hours of 9:00 a.m. and 6:00 p.m on Saturday or Sunday.

Also, based on the FTA's Transit Noise and Vibration Impact Assessment Manual:

- Project construction noise levels would exceed the exterior 80 dBA L_{eq} daytime or nighttime noise level standards at adjacent land uses

Project operational activities would result in a significant impact if operational noise exceeds the levels allowed by the City of Ontario Municipal Code (Section 5-29.04(a)) as follows:

- If Project-related operational (stationary-source) noise levels exceed an exterior noise level of 65 dBA L_{eq}, during the daytime hours of 7:00 a.m. to 10:00 p.m., and 45 dBA L_{eq} during the nighttime hour of 10:00 p.m. to 7:00 a.m.

Also, based on FICON's noise exposure criteria:

- When the existing ambient noise levels:
  - are less than 60 dBA CNEL and the Project creates a 5 dBA CNEL or greater Project-related noise level increase; or
  - range from 60 to 65 dBA CNEL and the Project creates a 3 dBA CNEL or greater Project-related noise level increase; or
  - are greater than 65 dBA CNEL and the Project creates a 1.5 dBA CNEL or greater Project-related noise level increase; or

In relation to Threshold "b," vibration-generating activities are appropriately evaluated using the Caltrans vibration damage thresholds to assess potential temporary construction-related impacts at adjacent building locations. Accordingly, for evaluation under Threshold "b," vibration levels are considered significant if Project-related activities would:

- Create or cause to be created any vibration activity that would exceed 0.3 in/sec PPV at an adjacent land use.

Table 2-3 of the ONT ALUCP establishes noise level compatibility contour boundaries for activities on properties, like the Project Site, that are located within the ONT Noise Impact Zone. For evaluation under Threshold "c," exposure to excessive noise levels from airport operations are considered significant if:

- The Project Site is located in the 65-70 CNEL dB noise contour (or above) and indoor noise levels cannot be attenuated to a level of 50 dB CNEL.

4.9.6 Impact Analysis

Threshold a:	***Would the Project generate 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?***

The analysis presented on the following pages summarizes the Project's potential construction noise levels and operational noise levels, including operational noise that would be generated on-site as well as off-site noise that would be generated by Project-related traffic. The detailed noise calculations for the analysis presented here are provided in Appendices 7.1 and 8.1 of the Project's noise impact analysis (see *Technical Appendix I*).

A. Construction Noise Impact Analysis

Construction activities on the Project Site would proceed in 6 stages: 1) demolition; 2) site preparation; 3) grading; 4) building construction; 5) paving, and 6) application of architectural coatings. These activities would create temporary periods of noise when heavy construction equipment (i.e. trucks, concrete mixer, portable generators, power tools) is in operation and would cause a short-term increase in ambient noise levels. The Project construction noise levels at nearby receiver locations are summarized in Table 4.9-5, *Construction Equipment Noise Level Summary*.

Table 4.9-5 Construction Equipment Noise Level Summary

Receiver Location[1]	Construction Noise Levels (dBA L_{eq})						
	Demolition	Site Preparation	Grading	Building Construction	Paving	Architectural Coating	Highest Levels[2]
R1	33.6	30.6	33.6	31.6	33.6	27.6	33.6
R2	35.9	32.9	35.9	33.9	35.9	29.9	35.9
R3	37.1	34.1	37.1	35.1	37.1	31.1	37.1
R4	38.6	35.6	38.6	36.6	38.6	32.6	38.6

[1] Noise receiver locations are shown on Figure 4.9-2.
[2] Construction noise level calculations based on distance from the construction activity, which is measured from the Project Site boundary to the nearest receiver locations. CadnaA construction noise model inputs are included in Appendix 8.1.
Source: (Urban Crossroads, 2022e, Table 8-2)

To evaluate whether the Project will generate potentially significant short-term noise levels at nearest receiver locations, a construction-related daytime noise level threshold of 80 dBA L_{eq} is used as a reasonable threshold to assess the daytime construction noise level impacts. The construction noise analysis shows that the nearest receiver locations will satisfy the reasonable daytime 80 dBA Leq significance threshold during Project construction activities as shown in Table 4.9-5. Additionally, Project-related construction activities are expected to occur on weekdays (and, potentially, on Saturdays) during the hours when the City's Municipal Code does not restrict construction noise (i.e., between the hours 7:00 a.m. and 6:00 p.m. on any weekday or between the hours of 9:00 a.m. and 6:00 p.m on Saturday or Sunday). Accordingly, construction noise impacts would be less than significant.

If the Project's construction requires concrete pouring during nighttime hours, the resulting noise levels are summarized in Table 4.9-6, *Nighttime Concrete Pouring Noise Level Summary*. At all receiver locations, the Project's nighttime concrete pouring noise levels would not exceed the standards established by the City and impacts would be less than significant.

Table 4.9-6 Nighttime Concrete Pouring Noise Level Summary

Receiver Location[1]	Use	Construction Noise Levels (dBA L_{eq})		
		Paving Construction[2]	Nighttime Threshold[3]	Threshold Exceeded?[4]
R1	Residence	18.6	45	No
R2	Residence	21.2	45	No
R3	Residence	22.5	45	No
R4	Residence	24.1	45	No

[1] Noise receiver locations are shown on Figure 4.9-2.
[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 as shown on Table 5-1 of the Project's noise impact analysis (refer to *Technical Appendix I*).
[4] Do the estimated Project construction noise levels exceed the nighttime construction noise level threshold?
Source: (Urban Crossroads, 2022e, Table 8-4)

B. Operational Noise Impact Analysis – Stationary Noise

Stationary (on-site) noise sources associated with long-term Project operation are expected to include idling trucks, delivery truck and automobile parking, delivery truck backup alarms, roof-top air conditioning units, loading and unloading of dry goods, and parking lot vehicle movements. The Project also is expected to generate noise during the loading and unloading of delivery trailers on-site. The daytime and nighttime Project stationary noise levels at nearby sensitive receptor locations are summarized Table 4.9-7, *Daytime Project Operational Noise Levels*, and Table 4.9-8, *Nighttime Project Operational Noise Levels*. Table 4.9-7, *Daytime Project Operational Noise Levels*, shows the Project operational noise levels during the daytime hours of 7:00 a.m. to 10:00 p.m. The daytime hourly noise levels at the off-site receiver locations are expected to range from 22.2 to 27.4 dBA L_{eq}.

Table 4.9-7 Daytime Project Operational Noise Levels

Noise Source[1]	Operational Noise Levels by Receiver Location (dBA Leq)			
	R1	R2	R3	R4
Loading Dock Activity	21.0	25.2	26.4	25.8
Roof-Top Air Conditioning Units	7.6	10.8	12.1	13.5
Trash Enclosure Activity	0.0	2.6	4.0	0.0
Parking Lot Vehicle Movements	11.5	15.6	16.9	18.5
Truck Movements	12.6	15.4	16.8	16.8
Total (All Noise Sources)	**22.2**	**26.2**	**27.4**	**27.2**

[1] See Exhibit 7-A from the Project's noise impact analysis (*Technical Appendix I*) for the noise source locations. CadnaA noise model calculations are included in Appendix 7.1.
Source: (Urban Crossroads, 2022e, Table 7-2)

Table 4.9-8, *Nighttime Project Operational Noise Levels*, shows the Project operational noise levels during the nighttime hours of 10:00 p.m. to 7:00 a.m. The nighttime hourly noise levels at the off-site receiver locations are expected to range from 22.1 to 27.4 dBA L_{eq}.

Table 4.9-8 Nighttime Project Operational Noise Levels

Noise Source[1]	Operational Noise Levels by Receiver Location (dBA Leq)			
	R1	R2	R3	R4
Loading Dock Activity	21.0	25.2	26.4	25.8
Roof-Top Air Conditioning Units	5.2	8.4	9.7	11.0
Trash Enclosure Activity	0.0	1.7	3.0	0.0
Parking Lot Vehicle Movements	11.5	15.6	16.9	18.5
Truck Movements	12.6	15.4	16.8	16.8
Total (All Noise Sources)	**22.1**	**26.1**	**27.4**	**27.1**

[1] See Exhibit 7-A from the Project's noise impact analysis (*Technical Appendix I*) for the noise source locations. CadnaA noise model calculations are included in Appendix 7.1.
Source: (Urban Crossroads, 2022e, Table 7-3)

The daytime and nighttime Project stationary noise levels at nearby receiver locations are summarized in Table 4.9-9, *Project Operational Noise Summary – Stationary Noise*. As shown, Project stationary noise would not expose nearby receivers to unacceptable daytime or nighttime noise levels during Project operations following Project buildout. Accordingly, Project operation would not result in the exposure of receivers near the Project Site to stationary noise levels that exceed the exterior noise level standards established in the City. Impacts would be less than significant.

Table 4.9-9 Project Operational Noise Summary – Stationary Noise

Receiver Location[1]	Project Operational Noise Levels (dBA Leq)[2]		Noise Level Standards (dBA Leq)[3]		Noise Level Standards Exceeded?[4]	
	Daytime	Nighttime	Daytime	Nighttime	Daytime	Nighttime
R1	22.2	22.1	65.0	45.0	No	No
R2	26.2	26.1	65.0	45.0	No	No
R3	27.4	27.4	65.0	45.0	No	No
R4	27.2	27.1	65.0	45.0	No	No

[1] See Figure 4.9-2 for the receiver locations.
[2] Proposed Project operational noise levels as shown on Table 4.9-7 and Table 4.9-8.
[3] Exterior noise level standards, for residential land use, as shown on Table 4-1 from the Project's noise impact analysis (*Technical Appendix I*).
[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 7-4)

Noise levels that would be experienced at receiver locations when unmitigated Project-source noise is added to the ambient daytime, evening, and nighttime conditions are presented on Table 4.9-10*, Project Operational Noise Level Contributions – Daytime* and Table 4.9-11, *Project Operational Noise Level*

Contributions – Nighttime. As shown, the Project-related operational noise level increases will satisfy the operational noise level increase criteria at the nearest sensitive receiver locations. On this basis, although the Project would increase noise level in the Project vicinity, Project operational stationary-source noise would not result in a substantial temporary/periodic, or permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project. Noise impacts associated with long-term on-site operations would be less than significant.

Table 4.9-10 Project Operational Noise Level Contributions – Daytime

Receiver Location[1]	Total Project Operational Noise Level[2]	Measurement Location[3]	Reference Ambient Noise Levels[4]	Combined Project and Ambient[5]	Project Increase[6]	Increase Criteria[7]	Increase Criteria Exceeded?
R1	22.2	L1	58.4	58.4	0.0	5.0	No
R2	26.2	L2	61.7	61.7	0.0	5.0	No
R3	27.4	L3	67.1	67.1	0.0	1.5	No
R4	27.2	L4	69.8	69.8	0.0	1.5	No

[1] See Figure 4.9-2 for the receiver locations.
[2] Total Project daytime operational noise levels as shown on Table 4.9-7.
[3] Reference noise level measurement locations as shown on Exhibit 5-A from the Project's noise impact analysis (*Technical Appendix I*).
[4] Observed daytime ambient noise levels as shown on Table 5-1 from the Project's noise impact analysis.
[5] Represents the combined ambient conditions plus the Project activities.
[6] The noise level increase expected with the addition of the proposed Project activities.
[7] Significance increase criteria as shown on Table 4-1 from the Project's noise impact analysis.
Source: (Urban Crossroads, 2022e, Table 7-5)

Table 4.9-11 Project Operational Noise Level Contributions – Nighttime

Receiver Location[1]	Total Project Operational Noise Level[2]	Measurement Location[3]	Reference Ambient Noise Levels[4]	Combined Project and Ambient[5]	Project Increase[6]	Increase Criteria[7]	Increase Criteria Exceeded?
R1	22.1	L1	59.0	59.0	0.0	5.0	No
R2	26.1	L2	61.3	61.3	0.0	5.0	No
R3	27.4	L3	62.2	62.2	0.0	5.0	No
R4	27.1	L4	68.2	68.2	0.0	1.5	No

[1] See Figure 4.9-2 for the receiver locations.
[2] Total Project nighttime operational noise levels as shown on Table 4.9-8.
[3] Reference noise level measurement locations as shown on Exhibit 5-A from the Project's noise impact analysis (*Technical Appendix I*).
[4] Observed nighttime ambient noise levels as shown on Table 5-1 from the Project's noise impact analysis.
[5] Represents the combined ambient conditions plus the Project activities.
[6] The noise level increase expected with the addition of the proposed Project activities.
[7] Significance increase criteria as shown on Table 4-1 from the Project's noise impact analysis.
Source: (Urban Crossroads, 2022e, Table 7-6)

C. Off-Site Transportation Noise Impact Analysis

Traffic generated by the operation of the proposed Project will influence the traffic noise levels in surrounding off-site areas and at the Project Site. The off-site Project-related traffic represents an incremental increase to the existing roadway volumes, which is not expected to generate a barely perceptible noise level increase of 3 dBA CNEL at nearby sensitive land uses adjacent to study area roadways, since a doubling of the existing traffic volumes would be required to generate a 3 dBA CNEL increase. Due to the low traffic volumes generated by the Project, the off-site traffic noise levels generated by the Project are considered less than significant and no further analysis is required. (Urban Crossroads, 2022e, p. 36)

Threshold b: ***Would the Project generate excessive groundborne vibration or groundborne noise levels?***

A. Construction Analysis

Construction activities on the Project Site would utilize equipment that has the potential to generate vibration. Vibration levels at sensitive receptors near the Project Site during Project construction are summarized on Table 4.9-12, *Construction Equipment Vibration Levels*. As shown, none of the receiver locations in the vicinity of the Project Site would be exposed to vibration levels that exceed the applicable significance threshold. Accordingly, Project construction would not generate excessive or substantial temporary groundborne vibration or noise levels and a less-than-significant impact would occur.

Table 4.9-12 Construction Equipment 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	6,214'	0.000	0.000	0.000	0.000	0.000	0.3	No
R2	5,072'	0.000	0.000	0.000	0.000	0.000	0.3	No
R3	4,482'	0.000	0.000	0.000	0.000	0.000	0.3	No
R4	3,872'	0.000	0.000	0.000	0.000	0.000	0.3	No

[1] Receiver locations are shown on Figure 4.9-2.
[2] Distance from receiver location to Project construction boundary (Project Site boundary).
[3] Based on the Vibration Source Levels of Construction Equipment (Table 4.9-4).
[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)

B. Operational Analysis

Under long-term conditions, the Project would not include or require equipment or activities that would result in perceptible groundborne vibration beyond the Project Site. Trucks would travel to and from the Project Site along local roadways; however, vibration levels for heavy trucks operating at the posted

speed limits on paved surfaces are not perceptible beyond the roadway. The Project would not result in the exposure of persons to excessive groundborne vibration or noise levels during long-term operation.

Threshold 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?***

The Project Site is located approximately 2.7 miles east of ONT. The Project Site is located within the ONT Airport Influence Area but is located outside the 65 dBA CNEL airport noise impact zone. According to Table 2-3 of the ONT ALUCP, industrial land uses located outside the 65 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 CNEL. Accordingly, the Project would be a compatible use within the ONT Noise Impact Zone and operation of the Project would not expose people working on the Project Site to excessive noise levels. The Project's impact would be less than significant.

4.9.7 Cumulative Impact Analysis

A. Construction Noise

Construction activities associated with the proposed Project, especially activities involving heavy equipment, would create intermittent periods of noise when construction equipment is in operation and cause a short-term increase in ambient noise levels. As shown in Table 4.9-5, the peak noise level anticipated during construction activities are estimated to reach a maximum noise level of 38.6 dBA L_{eq} at receiver R4 (represents the existing noise Hyatt Place Ontario/Rancho Cucamonga at 4760 Mills Circle, approximately 3,872 feet northwest of the Project Site) which does not exceed the construction noise threshold of 80 dBA Leq. Therefore, Project construction-related activities would result in less than significant noise impacts.

Because the Project's construction noise levels would be less than significant, construction noise would be temporary in nature, and the Project and other cumulative projects would not combine with Project-related construction; cumulative construction impacts would be less than significant.

B. Stationary Noise

The analysis presented for Threshold "a" addresses the Project's contribution of noise to existing cumulative noise sources (i.e., ambient noise) in the Project area. As previously shown in this Subsection, the Project's noise contribution would not be perceptible to noise-sensitive receptors in the Project area during daytime or nighttime hours. The Project's permanent stationary noise impacts would not be cumulatively-considerable.

C. *Traffic Noise*

The analysis presented under Threshold "a" evaluates the Project's traffic noise contribution along study area roadways. As summarized in that analysis, due to the low traffic volumes generated by the Project, the off-site traffic noise levels generated by the Project are considered less than significant, therefore, would not be cumulatively-considerable under near- or long-term conditions.

D. *Groundborne Vibration and Noise*

During construction, the Project's peak vibration impacts would occur during the grading phase when large pieces of equipment, like bulldozers, are operating on-site. (During the non-grading phases of Project construction, when smaller pieces of equipment are used on-site, the Project's vibration would be minimal.) Vibration effects diminish rapidly from the source; therefore, the only reasonable sources of cumulative vibration in the vicinity of the Project Site could occur on properties abutting these sites. As described above, there are no known active or pending construction projects abutting the Project Site that would overlap with the Project's proposed construction schedule. Accordingly, there is no potential for the Project to contribute to the exposure of persons to substantial temporary groundborne vibration or noise.

Under long-term conditions, the Project would not include or require equipment or activities that would result in perceptible groundborne vibration beyond the Project Site. Trucks would travel to and from the Project Site along local roadways; however, vibration levels for heavy trucks operating at the posted speed limits on paved surfaces are not perceptible beyond the roadway. The Project would not cumulatively-contribute to the exposure of persons to excessive groundborne vibration or noise levels during long-term operation.

E. *Airport Noise*

The Project would not involve the construction, operation, or use of any public airports or public use airports. There are no conditions associated with implementation of the Project that would contribute airport noise or exposure of additional people to unacceptable levels of airport noise. Accordingly, the Project would have no potential to cumulatively-contribute to impacts associated with noise from a public airport, public use airport, or private airstrip. Additionally, the Project Site and the immediately surrounding area are not subject to substantial airport- or air traffic-related noise. Accordingly, there is no potential for cumulative development to expose persons residing or working in the Project area to excessive airport-related noise levels.

4.9.8 Significance of Impacts Before Mitigation

Threshold a: Less-than-Significant Impact. The Project would generate short-term construction and long-term operational noise but would not generate noise levels that exceed the threshold standards.

Threshold b: Less-than-Significant Impact. The Project's construction and operational activities would not result in a perceptible groundborne vibration or noise.

Threshold c: Less-than-Significant Impact. The proposed Project would be compatible with noise levels from the ONT and operation of the Project would not expose future employees on the Project Site to excessive noise levels.

4.9.9 MITIGATION

Project impacts would be less than significant and mitigation is not required.

4.10 TRANSPORTATION

This Subsection assesses transportation impacts resulting from implementation of the Project. In accordance with Senate Bill (SB) 743, further discussed under Subsection 4.10.2 below, the California Natural Resources Agency (CNRA) adopted changes to the CEQA Guidelines in December 2018, which identify that starting on July 1, 2020, vehicle miles traveled (VMT) is the appropriate metric to evaluate a project's transportation impacts. As of December 2018, when the revised CEQA Guidelines were adopted, automobile delay, as measured by "level of service" (LOS) and other similar metrics, no longer constitutes a significant environmental effect under CEQA. Lead agencies in California are required to use VMT to evaluate project-related transportation impacts.

The analysis in this Subsection is based primarily on information contained in the technical report prepared by Urban Crossroads titled "5355 East Airport Drive Vehicle Miles Traveled Analysis" and dated January 3, 2023, and is provided as *Technical Appendix J* to this EIR (Urban Crossroads, 2023a). In addition, a trip generation assessment prepared by Urban Crossroads, dated January 3, 2023, was used in this analysis and is included as *Technical Appendix K* to this EIR (Urban Crossroads, 2023b).

4.10.1 EXISTING TRANSPORTATION SETTING

A. Existing Roadway System

The Project Site is located north of East Airport Drive, which is classified as a Minor Arterial under the Policy Plan (Ontario, 2022a). According to the City's Functional Roadway Classification Plan, minor arterials accommodate less traffic and are for trips of moderate length. Minor Arterials allow a greater level of access to abutting properties so speeds are lower than Other Principal Arterials. Minor Arterials connect our community but ideally should not penetrate residential neighborhoods. The roadway configuration and right-of-way width vary depending on local conditions, but typically accommodate 4 to 6 lanes of traffic and medians. Existing traffic on East Airport Drive consists of both passenger vehicles and trucks passing through the area and accessing nearby land uses.

The primary regional vehicular travel routes serving the Project area are I-10 and I-15, which are located approximately 0.2-mile north and 0.4-mile west of the Project Site, respectively. The Project Site is located approximately 0.4-mile (driving distance) west of the N. Etiwanda Avenue on/off-ramp to I-10 and 3-mile (driving distance) northeast of the Jurupa Avenue on/off-ramp to I-10.

B. Existing Vehicle Miles Traveled

Based on The Ontario Plan, average VMT in the City per service population is 27.61 miles (Urban Crossroads, 2023a).

C. Existing Trip Generation

The Project Site is currently occupied and operating as a grain processing company and corn storage and distribution facility with warehousing space totaling 41,780 square feet. In an effort to understand the existing traffic associated with the current use, traffic counts were collected at the Project Site's

driveways on Tuesday, March 1, 2022 through Thursday, March 3, 2022. Table 4.10-1, *Existing Trip Generation Summary*, summarizes the trip generation by day and the average existing trip generation based on the count data collected over two days. The existing uses on the site generate an average of 316 two-way trips per day, with 30 trips during the AM peak hour and 2 trips during the PM peak hour (in actual vehicles) (Urban Crossroads, 2023b).

Table 4.10-1 Existing Trip Generation Summary

Land Use	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
Average Existing Trip Generation							
Passenger Cars:	11	7	18	0	1	1	209
2-axle Trucks:	2	2	4	0	0	0	17
3-axle Trucks:	0	0	0	0	0	0	6
4+axle Trucks:	3	4	8	1	0	1	84
Total Truck Trips:	6	6	12	1	0	1	107
Total Trips[1]	**17**	**13**	**30**	**1**	**1**	**2**	**316**

[1] Total Trips = Passenger Cars + Truck Trips.
Source: (Urban Crossroads, 2023b, Table 1)

D. Existing Truck Routes

The City designates two roadways as "truck routes" in the Project Site vicinity: East Airport Drive (which abuts the Project Site on the south) and Etiwanda Avenue (which is located approximately 0.4-mile east of the Project Site) (Ontario, 2022a).

E. Existing Transit Routes

Public transit service in the region is provided by Omnitrans, a public transit agency that serves various jurisdictions within San Bernardino County. There are no public transit routes that run adjacent to the Project Site under existing conditions. The nearest transit routes to the Project Site are Route 61 which has a stop located along Fourth Street, approximately 0.9 mile north of the Project Site and Route 82 which has a stop located at South Etiwanda and Jurupa Avenue, approximately 1.2 miles southeast of the Project Site.

F. Existing Bicycle and Pedestrian Facilities

There are no existing bicycle facilities within the vicinity of the Project Site. The closest bike route to the Project Site is a Class III bike route located along Ontario Mills Parkway, approximately 0.4 miles north of the Project Site on the opposite side of the freeway. There are no sidewalks on either side of East Airport Drive, with the exception of a small portion along the adjacent development frontage directly to the west at 5351 East Airport Drive.

4.10.2 Regulatory Setting

A. State Plan, Policies, and Regulations

1. Senate Bill 743

SB 743, which was codified in Public Resources Code Section 21099, required changes to the CEQA Guidelines regarding the analysis of transportation impacts. Pursuant to Public Resources Code Section 21099, the criteria for determining the significance of transportation impacts must "promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses." To that end, in developing the criteria, the California Office of Planning and Research (OPR) proposed, and the CNRA certified and adopted changes to the CEQA Guidelines in December 2018, which entailed changes to the thresholds of significance for the evaluation of impacts to transportation. The updated CEQA Guidelines include the addition of CEQA Guidelines Section 15064.3, of which Subdivision b establishes criteria for evaluating a project's transportation impacts based on project type and using automobile VMT as the metric.

B. Regional Plan, Policies, and Regulations

1. SCAG Regional Transportation Plan/Sustainable Communities Strategy

On September 3, 2020, SCAG's Regional Council approved and adopted the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy ("Connect SoCal"). Connect SoCal is the applicable Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) for the Project. The goals of Connect SoCal are to: 1) Encourage regional economic prosperity and global competitiveness; 2) Improve mobility, accessibility, reliability, and travel safety for people and goods; 3) Enhance the preservation, security, and resilience of the regional transportation system; 4) Increase person and goods movement and travel choices within the transportation system; 5) Reduce greenhouse gas emissions and improve air quality; 6) Support healthy and equitable communities; 7) Adapt to a changing climate and support an integrated regional development pattern and transportation network; 8) Leverage new transportation technologies and data-driven solutions that result in more efficient travel; 9) Encourage development of diverse housing types in areas that are supported by multiple transportation options; and 10) Promote conservation of natural and agricultural lands and restoration of habitats. Performance measures and funding strategies also are included to ensure that the adopted goals are achieved through implementation of the RTP.

2. San Bernardino County Congestion Management Program

The San Bernardino County Congestion Management Program (CMP) was prepared by the San Bernardino Associated Governments (since re-named as the San Bernardino County Transportation Authority, SBCTA). The intent of the CMP is to create a link between land use, transportation, and air quality planning decisions and to prompt reasonable growth management programs that would more effectively utilize new and existing transportation funds to alleviate traffic congestion and related impacts and improve air quality. The San Bernardino CMP was first adopted in November 1992 and has since been updated 12 times, with the most recent comprehensive update in June 2016. None of

the roadways in the immediate vicinity of the Project Site are part of the San Bernardino CMP roadway network.

C. *Local Plan, Policies, and Regulations*

1. *Policy Plan Mobility Element*

The Policy Plan, part of The Ontario Plan 2050, serves as the City's General Plan. The Policy Plan Mobility Element provides overall guidance for the City's responsibility to satisfy the local and subregional mobility needs of our residents, visitors and businesses while maintaining the quality of life. The Mobility Element addresses access and connectivity among the various neighborhoods, villages and districts and a range of mobility options, including vehicular, trucking, freight and passenger rail, air, pedestrian, bicycle, and transit. The Mobility Element goals and policies applicable to the Project are addressed later in this Subsection (see analysis under Threshold "a").

2. *San Bernardino County Measure "I"*

Measure "I," a one-half of one percent sales tax on retail transactions, was approved by San Bernardino County voters in 1989 and extended by County voters in 2004 to remain effective through the year 2040. While Measure "I" is a self-executing sales tax, it bears discussion here because the funds raised through Measure "I" have funded in the past and will continue to fund new transportation facilities in San Bernardino County, including within the City. The revenue generated by Measure "I" is to be used to fund transportation projects including, but not limited to, roadway improvements, commuter rail, public transit, and other identified improvements. Revenues collected through local traffic impact fee programs are used in tandem with regional Measure "I" revenues to fund projects identified in the SANBAG Development Mitigation Nexus Study, which is included as Appendix G to the San Bernardino County CMP.

3. *City of Ontario Development Impact Fee (DIF) Program*

The City of Ontario created its Development Impact Fee (DIF) program to impose and collect fees from new residential, commercial, and industrial development for the purpose of funding local improvements necessary to accommodate the growth of new residents and businesses. The DIF program include fees for the General City and Ontario Ranch areas of the City. Fees are collected by the City's Building Department at the time of building permit issuance.

4.10.3 Basis for Determining Significance

According to Section XVI of Appendix G to the CEQA Guidelines, the proposed Project would result in a significant transportation impact if the Project or any Project-related component would (OPR, 2019):

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?

4.10.4 IMPACT ANALYSIS

Threshold a: ***Would the Project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?***

This response provides an analysis of a project's potential to conflict with plans, programs, ordinances, or policies that address the circulation system, including transit, roadway, bicycle, and pedestrian facilities. A project that generally conforms with, and does not obstruct, applicable development plans, programs, ordinances, and policies is considered to be consistent. The transportation plans, policies, programs, ordinances, and standards that are relevant to the Project are identified in the analysis below. For context, the Project is expected to generate approximately 160 more vehicle trips than are being generated by the uses at the Project Site under existing conditions. (Urban Crossroads, 2023a)In order to develop the traffic characteristics of the proposed Project, trip-generation statistics published in the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition, 2021) for the proposed Project's land uses was utilized. For purposes of the trip generation assessment, the following ITE land use codes were used:

- ITE land use code 150 (Warehousing)
- ITE land use code 157 (High-Cube Cold Storage Warehouse)

As shown in Table 4.10-2, *Project Trip Generation*, the proposed Project is anticipated to generate 476 vehicle trip-ends per day with 42 AM peak hour trips and 46 PM peak hour trips.

Table 4.10-2 Project Trip Generation

Land Use	Quantity Units[1]	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Actual Vehicles								
Warehousing	243.339 TSF							
Passenger Cars:		29	7	36	8	28	36	270
2-axle Trucks:		0	0	0	1	0	1	24
3-axle Trucks:		0	1	1	1	1	2	30
4+axle Trucks:		2	1	3	2	2	4	92
Total Truck Trips (Actual Vehicles):		2	2	4	4	3	7	146
Warehousing Trips (Actual Vehicles)[2]								
High-Cube Cold Storage	27.038 TSF							
Passenger Cars:		2	0	2	1	2	3	38
2-axle Trucks:		0	0	0	0	0	0	8

Land Use	Quantity Units[1]	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
3-axle Trucks:		0	0	0	0	0	0	2
4+axle Trucks:		0	0	0	0	0	0	12
Total Truck Trips (Actual Vehicles):		0	0	0	0	0	0	22
High-Cube Cold Storage Trips (Actual Vehicles)[2]		2	0	2	1	2	3	60
Passenger Cars		31	7	38	9	30	39	308
Trucks		2	2	4	4	3	7	168
Total Trips[2]		**33**	**9**	**42**	**13**	**33**	**46**	**476**

[1] Total Trips = Passenger Cars + Truck Trips.
Source: (Urban Crossroads, 2023b, Table 3)

Taking into consideration that the existing structures proposed for demolition generate 316 daily trips (see Table 4.10-1), the net number of new trips that would be generated by the Project is 160 trips with 12 AM peak hour trips and 44 PM peak hour trips above the trips generated by existing uses. The comparison is shown below in Table 4.10-3, *Project Net New Daily Trips*.

Table 4.10-3 Project Net New Daily Trips

Land Use	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
Actual Vehicles:							
Existing Use							
Passenger Cars:	11	7	18	0	1	1	209
Trucks:	6	6	12	1	0	1	107
Existing Trips (Actual Vehicles)[2]	**17**	**13**	**30**	**1**	**1**	**2**	**316**
Proposed Project							
Passenger Cars:	31	7	38	9	30	39	308
Trucks	2	2	4	4	3	7	168
High-Cube Cold Storage Trips (Actual Vehicles)[2]	33	9	42	13	33	46	476
Passenger Cars	20	0	20	9	29	38	99
Trucks	-4	-4	-8	3	3	6	61
Total Trips[2]	**16**	**-4**	**12**	**12**	**32**	**44**	**160**

[1] Total Trips = Passenger Cars + Truck Trips.
Source: (Urban Crossroads, 2023a, Table 5)

B. Connect SoCal

The fundamental goals of SCAG's Connect SoCal are to make the SCAG region a better place to live, work, and play for all residents regardless of race, ethnicity, or income class. As shown in Table 4.10-4, *SCAG's Connect SoCal Goal Consistency Analysis*, the Project would not conflict with any applicable goals and policies of SCAG's regional planning program. As such, Project impacts would be less than significant.

Table 4.10-4 SCAG's Connect SoCal Goal Consistency Analysis

Goals	Goal Statement	Project Consistency Discussion
1	Encourage regional economic prosperity and global competitiveness.	No conflict identified. This policy would be implemented by cities and the counties within the SCAG region as part of comprehensive local and regional planning efforts. The Project would improve the regional economy by redeveloping the property with a use that supports the regional supply chain, create new jobs, and creates a new regional income source that would increase the local tax base.
2	Improve mobility, accessibility, reliability, and travel safety for people and goods.	No conflict identified. The Project Applicant would improve the segment of East Airport Drive that abuts the Project Site with a new sidewalk, thereby improving local mobility and travel safety. Additionally, there are no components of the Project that would foreseeably result in substantial safety hazards to motorists or pedestrians, as discussed under threshold c below.
3	Enhance the preservation, security, and resilience of the regional transportation system.	No conflict identified. This policy would be implemented by cities and the counties within the SCAG region as part of the overall planning and maintenance of the regional transportation system. The Project would have no adverse effect on such planning or maintenance efforts. This policy provides guidance to the City of Ontario to monitor the transportation network and to coordinate with other agencies as appropriate. The Project would not conflict with the City's transportation network or the City's coordination with other agencies.
4	Increase person and goods movement and travel choices within the transportation system.	No conflict identified. The Project involves development of a warehouse distribution facility within a developed industrial area, along a designated truck route, and in close proximity to the State highway system, which would avoid or shorten truck-trip lengths on other roadways. The Project would promote an improved quality of life by constructing infill redevelopment near regional transportation/transit corridors, which would reduce vehicle trips, vehicle miles traveled, and air pollution. The Project would construct roadway frontage improvements, including sidewalks which would encourage walking in the Project area.

Goals	Goal Statement	Project Consistency Discussion
5	Reduce greenhouse gas emission and improve air quality.	No conflict identified. The Project would have a less than significant impact under the topics of *Air Quality* (refer to EIR Subsection 4.2) and *Greenhouse Gas Emissions* (refer to EIR Subsection 4.6). Additionally, and as discussed in EIR Section 3.0, *Project Description*, and Subsection 4.4, *Energy*, the Project would incorporate various measures required by the California Green Building Standards Code (CALGreen) related to building design, landscaping, and energy systems to promote the efficient use of energy. The Project also would construct frontage improvements, including sidewalks which would encourage walking in the Project area.
6	Support healthy and equitable communities.	No conflict identified. The proposed building design would support the health of occupants and users by using non-toxic building materials and finishes, and by using windows to maximize natural light and ventilation.
7	Adapt to a changing climate and support an integrated regional development.	No conflict identified. *Connect SoCal* indicates that since the adoption of the *Connect SoCal*, there have been significant drivers of change in the goods movement industry including emerging and new technologies, more complex supply chain strategies, evolving consumer demands and shifts in trade policies. Warehouse distribution and e-commerce continues to be one of the most influential factors shaping goods movement. The Project involves the redevelopment of the Project Site, historically used for corn storage and grain mill with a warehouse facility that would diversify the City of Ontario's economy and bring employment opportunities closer to the local workforce. Co-locating jobs near housing reduces greenhouse gas emissions caused by long commutes and contributes to integrated development patterns.
8	Leverage new transportation technologies and data-driven solutions that result in more efficient travel.	No conflict identified. *Connect SoCal* indicates that the advancement of automation is expected to have considerable positive impacts throughout regional supply chains. Notably, warehouses, such as the building proposed with the Project, are increasingly integrating automation to improve operational efficiencies in response to the surge in direct-to-consumer e-commerce. Additionally, continued developments and demonstrations of electric-powered and automated truck technologies will

Goals	Goal Statement	Project Consistency Discussion
		alter the goods movement environment with far-reaching effects ranging from employment to highway safety. The Project would meet contemporary industry standards to support advancements in these and other transportation technologies.
9	Encourage development of diverse housing types in areas that are supported by multiple transportation options.	Not applicable. The Project is located in an area designated for employment-generating uses and is not planned for housing.
10	Promote conservation of natural and agricultural lands and restoration of habitats.	Not applicable. The Project Site is completely disturbed and developed under existing conditions and has been so for at least 49 years. The entire Project Site is developed and there are no natural habitat or agricultural land onsite.

Source: (SCAG, 2020a, p. 9)

C. City of Ontario Policy Plan

The following provides an analysis of the Project's consistency with applicable goals and policies of the Policy Plan. As demonstrated in Table 4.10-5, *Mobility Element Policy Consistency Analysis*, 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 4.10-5 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 Functional Roadway Classification Plan; 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.	No conflict identified. 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 bike racks to meet the needs of multiple transportation modes and users. The Project area is generally surrounded by industrial uses and the Project has been designed to be compatible with the streetscape and surrounding land uses.
Policy M-1.2 Mitigation of Impacts. We require development to mitigate its traffic impacts.	No conflict identified. As discussed in Threshold b, the Project would result in a significant VMT impact.

Policy	Project Consistency
	There are mitigation measures available to reduce VMT impacts; however, the effectiveness of these measures are dependent on a yet unknown building tenant(s) and reductions cannot be guaranteed. Therefore, Project's VMT impacts would remain significant and unavoidable. The State adopted VMT as a measurement of transportation impacts in compliance with SB 743, which was codified in Public Resources Code Section 21099. Pursuant to Section 21099, the criteria for determining the significance of transportation impacts must "promote the reduction of greenhouse gas emissions [GHG], the development of multimodal transportation networks, and a diversity of land uses." In other words, the significance of VMT impacts has a direct correlation to GHG impacts. As concluded in EIR Subsection 4.6, *Greenhouse Gas Emissions*, the Project would have a less than significant greenhouse gas emissions impact. Inconsistency with a goal or policy of an applicable plan is not itself an environmental impact. Such an inconsistency may indicate a likelihood of an environmental impact or to support such a conclusion, but an inconsistency is not inherently an environmental impact itself. Further, it is well-established in CEQA case law that a project does not have to be consistent with each and every goal or policy in a plan to be found consistent with the overall intent of the plan. In this case, although the Project would result in a significant VMT impact, the Project's GHG impact is less than significant. As such, no significant physical environmental effect would result from the Project exceeding the City's baseline VMT.
Goal M-2: A system of trails and corridors that facilitate and encourage active modes of transportation.	
Policy M-2.2: Bicycle System. We provide off-street multipurpose trails and Class II bikeways as our preferred paths of travel and use the Class III for connectivity in constrained circumstances. When truck routes and bicycle facilities share a right-of-way, we prefer Class I or Class IV bicycle facilities. We require new development to include bicycle facilities, such as bicycle parking and secure storage areas.	No conflict identified. The Project Site is not located along a bikeway. The closest bikeway to the Project Site is located at Ontario Mills Parkway. 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 in accordance with CALGreen requirements to accommodate bicycle access to and from the Project site.
Policy M-2.3: Pedestrian Walkways. We require streets to include sidewalks and visible crosswalks at major intersections where necessary to promote safe and comfortable mobility between residential areas, businesses,	No conflict identified. The Project Site's 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 Airport Drive.
Goal M-4: An efficient flow of goods through the City that maximizes economic benefits and minimizes negative impacts.	
Policy M-4.1: We designate and maintain a network of City truck routes that provide for the safe and efficient 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.	No conflict identified. According to the Exhibit M-04, the closest truck route to the Project Site is East Airport Drive, which abuts the Project Site to the south. Trucks servicing the Project would reasonably 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.
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.	No conflict identified. The Project Site located in an area designated for industrial uses and within close proximity to I-10 and I-15, 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.

Threshold b: ***Would the Project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?***

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 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. 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.

A. 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") 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 not located within ½ mile of an existing major transit stop, or along a high-quality transit corridor. Therefore, the Project would not meet the TPA Screening threshold.

B. 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 does not exceed the Citywide average under General Plan Buildout condition VMT per service population. 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 Citywide average buildout VMT per service population. The parcel containing the Project was selected and the Screening Tool was run for origin-destination (OD) VMT per service population, and results showed the Project is not located within a low VMT generating zone. Therefore, the Project would not meet the Low VMT Area Screening threshold.

C. *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 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. As shown in Table 4.10-1, the Project currently generates an average of 316 vehicle trips per day. 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 476 daily vehicle trip-ends per day. Therefore, the Project is anticipated to generate 160 net new average daily trips, exceeding the 110 daily vehicle trip threshold, and the Project would not meet the Project Type Screening threshold.

D. *VMT Analysis*

As the Project was not found to meet any of the aforementioned VMT screening criteria, a project level VMT analysis (*Technical Appendix J* to this EIR) was prepared to assess the Project's potential impact to VMT. Consistent with City Guidelines and standard VMT calculation methods, total VMT is calculated from SBTAM's OD trip matrices and then divided by a project's service population to derive the VMT efficiency metric VMT per service population. Table 4.10-6, *Total VMT*, presents Project-generated total VMT calculated as the total of passenger car, light-duty, medium-duty, and heavy-duty truck trips.

Table 4.10-6 Total VMT

	Base Year (2016)	Buildout Year (2050)	Baseline (2022)
Automobile VMT	4,337	3,939	4,299
Truck VMT	3,278	4,085	3,357
Total VMT	7,616	8,025	7,655

Source: (Urban Crossroads, 2023a, Table 8)

The City Guidelines have identified 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. The Project's baseline and buildout VMT per service population is calculated by dividing by the total VMT the service population or in this case the number of employees generated[1]. As shown in Table 4.10-7, *Project VMT per Service Population*, the City of Ontario has identified a VMT per SP significance threshold of 27.61, which is the City of Ontario's General Plan Buildout with the TOP model. As shown below, the Project would exceed the City's VMT per SP impact threshold for both the baseline and TOP buildout conditions (Urban Crossroads, 2023a). Therefore, impacts would be significant.

[1] According to Southern California Association of Governments' (SCAG's) Employment Density Study, the Project would generate approximately 226 employees.

Table 4.10-7 Project VMT per Service Population

	Baseline	Buildout Year
Impact Threshold	27.61	27.61
Project	33.84	35.47
Percent Change	+22.56%	+28.47%
Potentially Significant?	Yes	Yes

Source: (Urban Crossroads, 2023a, Table 10)

Threshold c: ***Would the Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?***

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 is designed to be compatible with all foreseeable vehicles. Vehicular access would be provided via two driveways that would connect with East Airport Drive. Both driveways would include enhanced decorative paving and would provide inbound/outbound access for passenger vehicles and trucks. The driveways are designed as 40 feet wide to accommodate the wide turning radius of the heavy trucks.

The types of traffic generated during operation of the Project (i.e., passenger cars and trucks) would be compatible with the type of traffic generated by surrounding development. All proposed improvements within the public right-of-way would be installed in conformance with City design standards. If any component of Project construction would occur in the public right-of-way and require the partial or full closure of a sidewalk and/or travel lane, all work would be required to adhere to the applicable construction control practices that are specified in the *State of California Department of Transportation Construction Manual and the California Manual on Uniform Traffic Control Devices*, to minimize potential safety hazards. The City of Ontario Engineering Department reviewed the Project's application materials and determined that no hazardous transportation design features would be introduced within the City public right-of-way through implementation of the Project. At the time of final grading, landscape, and street improvement plans, the City will review project access points to ensure adequate sight distance. Based on the foregoing information, the Project's construction and operation would not create or substantially increase safety hazards due to a design feature or incompatible use and impacts would be less than significant.

Threshold d: ***Would the Project result in inadequate emergency access?***

The Project is 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. Any Project construction activities that would occur within the East Airport Drive public right-of-way and requires a partial or full closure of a sidewalk or vehicle travel lane would require a traffic control plan that

complies with the *California Manual on Uniform Traffic Control Devices* and that must be approved by the City of Ontario to ensure that emergency response is not adversely affected. As a result, the Project would not a less than significant impact to emergency access.

4.10.5 Cumulative Impact Analysis

As described under the response to Threshold "a," the Project would not conflict with an applicable program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities and, thus, would not cumulatively contribute to a conflict or obstruction with an applicable transportation-related program.

The City Guidelines, consistent with OPR's Technical Advisory states that cumulative impacts on VMT "… metrics such as VMT per capita or VMT per employee, i.e., metrics framed in terms of efficiency (as recommended below for use on residential and office projects), cannot be summed because they employ a denominator. A project that falls below an efficiency-based threshold that is aligned with long-term goals and relevant plans has no cumulative impact distinct from the project impact. Accordingly, a finding of a less than significant project impact would imply a less than significant cumulative impact and vice versa. This is similar to the analysis typically conducted for greenhouse gas emissions, air quality impacts, and impacts that utilize plan compliance as a threshold of significance." Since the Project was found to have a significant and unavoidable impact at the project level, it is considered to be cumulatively-considerable and therefore to have a significant cumulative impact as well.

The Project would not contribute to a significant cumulative impact under the topics discussed under Thresholds "c" and "d" because the Project would not cause or exacerbate existing transportation design safety concerns or adversely affect emergency access and there are no cumulative development projects adjacent to the Project Site that could contribute additive effects that could degrade motor vehicle or pedestrian safety or emergency vehicle access in proximity to the Project Site.

4.10.6 Significance of Impacts Before Mitigation

Threshold a: Less-than-Significant Impact. The Project would not conflict with an applicable program, plan, ordinance, or policy addressing the circulation system.

Threshold b: Significant Direct and Cumulatively-Considerable Impact. The Project's vehicle traffic would exceed the City's VMT per service population impact threshold for both the baseline and cumulative conditions.

Threshold c: Less-than-Significant Impact. The Project would not introduce any significant transportation safety hazards due to a design feature or incompatible use.

Threshold d: Less-than-Significant Impact. Adequate emergency access would be provided to the Project Site during construction and long-term operation. The Project would not result in inadequate emergency access to the Site or surrounding properties.

4.10.7 Mitigation

MM 4.10-1 Prior to the issuance of a certificate of occupancy, the building operator shall prepare and submit for approval to the City of Ontario Community Development Department a Transportation Demand Management Program (TDMP). The TDMP shall specify measures that the building operator will commit to implementing in an effort to reduce vehicle miles traveled for its on-site employees. The TDMP shall include provisions, incentives, and programs for employee ridesharing programs, carpools, vanpools, transit use, bike travel, avoidance of peak periods of traffic congestion, and on-site parking preferences for zero-emission vehicles, among other items that have reasonable potential of reducing employee reliance on single-occupant gas-powered vehicles during peak time travel periods (rush hours).

4.10.8 Significance of Impacts After Mitigation

Threshold b: Significant and Unavoidable Direct and Cumulatively-Considerable Impact. Transportation Demand Management Plan (TDMP) strategies in the form of commute trip reduction program measures were reviewed for the purpose of reducing Project related VMT impacts (i.e., commute trips). The feasibility and level of effectiveness of each trip reduction measure was determined based on the location of the Project Site and the Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity (2021 Handbook). As the future building tenant(s) is not currently known for the Project, the effectiveness of commute trip reduction measures such as carpooling and vanpooling cannot be determined with certainty. In addition to specific tenancy considerations, locational context is also a major factor relevant to the potential application and effectiveness of TDMP measures. Given the Project Site's location in an industrial area with no nearby transit routes, an incomplete sidewalk and bikeway system, and a lack of nearby residential areas that made walking or biking to work easy, the Project Site location is not favorable to reduce VMT per service population to below a level of significance.

Under the most favorable circumstances and ideal conditions a project can realize a maximum reduction of 45% in commute VMT through implementation of the trip reduction program measures listed below. However, ideal conditions are rarely realized as variables such as a project's locational context limitation (i.e., non-urban areas). Additionally, to achieve ideal conditions a project must achieve one hundred percent employee participation and maximum employee eligibility, which are not generally expected. The proposed Project would require a minimum VMT per service population reduction of 25.58% to achieve a less than significant impact, which cannot be assured for the proposed Project. The 2021 Handbook lists the following possible trip reduction measures.

- T-5 – Implement Commute Trip Reduction Marketing (up to 4.0% reduction)
- T-8 – Provide Ridesharing Program (up to 8% reduction)
- T-9 – Implement Subsidized or Discounted Transit Program (up to 5.5% reduction)
- T-10 – Provide End-of-Trip Facilities (up to 4.4% reduction)
- T-11 – Provide Employer-Sponsored Vanpool (up to 20.4% reduction)

- T-12 – Price Workplace Parking (up to 20.0% reduction)
- T-13 – Implement Employee Parking Cash-Out (up to 12.0% reduction)

Mitigation measure MM 4.10-1 will reduce the Project's VMT per service population by some percentage based on the level of participation achieved, but based on the above-described factors, it is not feasible to reduce VMT to below a level of significance. However, as the Project area and surrounding communities develop as envisioned under the City of Ontario General Plan (TOP), new residential, retail, and industrial development would be implemented. These actions could collectively alter transportation patterns, improve the region's jobs/housing ratio, reduce VMT, and support implementation of new or alternative TDM measures. With the implementation of mitigation measure MM 4.10-1, VMT is expected to be reduced, but the Project's impacts related to VMT would still be significant and unavoidable.

4.11 TRIBAL CULTURAL RESOURCES

The analysis in this subsection relies on information from a cultural resources record search titled "Cultural Resources Records Search Results for the 5355 Airport Drive Project, Ontario, California", dated May 20, 2022. The report was prepared by BFSA and is included as *Technical Appendix C* to this EIR. The analysis in this subsection also contains information obtained by the City during consultation with local Native American tribal representatives. All references used in this subsection are listed in EIR Setion 7.0, *References*.

In addition, much of the written and oral communication between Native American tribes and the City, is considered confidential in respect to places that may have traditional cultural significance (Government Code Section 65352.4), and although relied upon in part to inform the preparation of this EIR subsection, those communications are treated as confidential and are not avaialble for public review. Under existing law, environmental documents must not include information about the location of archaeological sites or sacred lands or any other information that is exempt from public disclosure pursuant to the Public Records Act (California Code Regulations Section 15120(d)).

4.11.1 EXISTING CONDITIONS

BFSA performed an archaeological records search through the South Central Coastal Information Center (SCCIC) at California State University (CSU), Fullerton. The records search provided information regarding previous archaeological studies in the Project area and any previously recorded sites within a one-half mile radius of the Project Site. Three resources were identified within one-half mile of the Project Site; however, none were located within the Project boundaries. The resources include a historic railroad track alignment, a historic foundation, and a historic transmission line alignment. (BFSA, 2022)

4.11.2 REGULATORY SETTING

The following is a brief description of applicable State environmental laws and related regulations governing the protection of tribal cultural resources.

A. State Plan, Policies, and Regulations

1. Assembly Bill 52 (AB 52)

California AB 52 (2014) Chapter 532 amended Section 5097.94 of, and added Sections 21073, 21074, 21080.3.1, 21080.3.2, 21802.3, 21083.09, 21084.2 and 21084.3 to the California Public Resources Code, relating to Native Americans. AB 52 was approved on September 25, 2014. The legislature added new requirements regarding tribal cultural resources in AB 52. By including tribal cultural resources early in the CEQA process, the legislature intended to ensure that local and Tribal governments, public agencies, and project proponents would have information available, early in the project planning process, to identify and address potential adverse impacts to tribal cultural resources (OPR, 2017b). By taking this proactive approach, the legislature also intended to reduce the potential for delay and conflicts in the environmental review process.

The Public Resources Code now establishes that "[a] project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment." (Pub. Resources Code, Section 21084.2.) To help determine whether a project may have such an effect, the Public Resources Code requires a lead agency to consult with any California Native American tribe that requests consultation and is traditionally and culturally affiliated with the geographic area of a proposed project. (OPR, 2017b)

If a lead agency determines that a project may cause a substantial adverse change to tribal cultural resources, the lead agency must consider measures to mitigate that impact. Public Resources Code Section 20184.3 (b)(2) provides examples of mitigation measures that lead agencies may consider to avoid or minimize impacts to tribal cultural resources

Section 21074 of the Public Resources Code defines "tribal cultural resources." In brief, in order to be considered a "tribal cultural resource," a resource must be either:

(1) listed, or determined to be eligible for listing, on the national, state, or local register of historic resources, or

(2) a resource that the lead agency chooses, in its discretion, to treat as a tribal cultural resource.

In the latter instance, the lead agency must determine that the resource meets the criteria for listing in the state register of historic resources. In applying those criteria, a lead agency must consider the value of the resource to the tribe. (OPR, 2017b)

2. State Health and Safety Code

California Health and Safety Code Section 7050.5(b) requires that excavation and disturbance activities must cease "In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery…" until the coroner can determine regarding the circumstances, manner, and cause of any death (CA Legislative Info, 1987). The coroner is then required to make recommendations concerning the treatment and disposition of the human remains. Further, this section of the code makes it a misdemeanor to intentionally disturb, mutilate or remove interred human remains. Section 7051 specifies that the removal of human remains from "internment or a place of storage while awaiting internment" with the intent to sell them or to dissect them with "malice or wantonness" is a public offense punishable by imprisonment in a state prison. Lastly, Health and Safety Code Sections 8010-8011 establish the California Native American Graves Protection and Repatriation Act consistent with the federal law addressing the same. The Act stresses that "all California Indian human remains and cultural items are to be treated with dignity and respect." It encourages voluntary disclosure and return of remains and cultural items by publicly funded agencies and museums in California. It also outlines the need for aiding California Indian tribes, including non-federally recognized tribes, in filing repatriation claims.

California Health and Safety Code, Section 5097.98 states that whenever the commission receives notification of a discovery of Native American human remains pursuant to HSC subdivision (c) of Section 7050.5, it shall immediately notify those persons that are the most likely descendants. The descendants may inspect the site and make recommendations to the landowner as to the treatment of the human remains. The landowner shall ensure that the immediate vicinity around the remains is not damaged or disturbed by further development activity until coordination has occurred with the descendants regarding their recommendations for treatment, taking into account the possibility of multiple human remains. The descendants shall complete their inspection and make recommendations within 48 hours of being granted access to the site. (CA Legislative Info, n.d.)

4.11.3 Methodology For Evaluating Tribal Cultural Resources Impacts

The analysis of tribal cultural resources is based on a cultural resource records search through SCCIC at CSU Fullerton, historic background research, a review of historic aerial photographs, and a visit to the Project Site. In addition, this analysis is based on consultation between the City and interested Native American tribes pursuant to AB 52.

4.11.4 Basis for Determining Significance

According to Section XVII of Appendix G to the CEQA Guidelines, the proposed Project would result in a significant impact to tribal resources if the Project or any Project-related component would (OPR, 2019):

a. *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:*

    i. *Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or*

    ii. *A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of 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.*

4.11.5 Impact Analysis

Threshold a:	***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: 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 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?

No prehistoric resource sites, features, places, or landscapes were identified on the Project Site that are either listed or eligible for listing in the California Register of Historic Places. To be eligible for the Register, a resource must include the following:

(A) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

(B) Is associated with the lives of persons important in our past;

(C) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or

(D) Has yielded, or may be likely to yield, information important in prehistory or history.

No resources were identified on the Project Site that meet any of the four criteria listed above to be eligible for the California Register and no pre/protohistoric resource sites or isolates are known to exist on the Project Site. (BFSA, 2022) Furthermore, no substantial evidence was presented to or found by the City that led to the identification of any resources on the Project Site that in the City's discretion had the potential to be considered a tribal cultural resource.

As part of the AB 52 consultation process required by State law, the City sent notification of the Project to Native American tribes with possible traditional or cultural affiliation to the Project area. The City consulted with each tribe that requested consultation. During the course of the tribal consultation process, tribal monitoring was requested during the Project's ground-disturbing construction activities. Due to the Project Site's location in an area where Native American tribes are known to have a cultural affiliation, there is the possibility that pre/protohistoric archaeological resources, including tribal cultural resources, could be encountered during ground-disturbing construction activities. In the event that a tribal cultural resource, as defined in Public Resources Code Section 21074, were to be found on the Project Site during construction – and not properly identified and treated – a significant impact would occur. Mitigation is required.

As discussed under EIR Subsection 4.3, the Project Site does not contain a known cemetery site and human remains have not been previously discovered on the Site. Mandatory compliance with State law (California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98) would

ensure that, in the unlikely event that human remains are discovered during Project construction, the remains would be identified in accordance with proper protocols and the remains would be treated or disposed with appropriate dignity. Accordingly, the Project would not result in a substantial adverse effect to tribal cultural resources associated with human remains.

4.11.6 Cumulative Impact Analysis

The potential for Project construction to result in cumulatively-considerable impacts to tribal, religious, and cultural resources were analyzed in conjunction with other projects located in southwestern San Bernardino County and northwestern Riverside County that occur in the same tribal influence areas as the Project Site. The other development projects within these areas would have a similar potential to uncover tribal cultural resources during construction activities. Therefore, the potential for Project construction to impact tribal cultural resources is a cumulatively-considerable impact for which mitigation is required.

4.11.7 Significance of Impacts Before Mitigation

Threshold a: Significant Direct and Cumulatively-Considerable Impact. The Project Site does not contain any recorded, significant tribal cultural resource sites; therefore, the Project would not cause a substantial adverse change in the significance of a tribal cultural resource that is listed or eligible for listing in the California Register of Historical Resources or a local register of historical resources. Nonetheless, Project construction activities have the potential to unearth and adversely impact tribal cultural resources that may be buried at the Project Site.

4.11.8 Mitigation

MMs 4.3-1 through 4.3-3 shall apply (refer to subsection 4.3, *Cultural Resources*).

4.11.9 Significance of Impacts After Mitigation

Threshold a: Less-than-Significant with Mitigation Incorporated. Implementation of MMs 4.4-1 through 4.4-3 would ensure the proper identification and subsequent treatment of any significant tribal cultural resources that may be encountered during ground-disturbing activities associated with Project development. With implementation of the required mitigation, the Project's potential impact to significant tribal cultural resources would be reduced to less-than-significant.

4.12 UTILITIES AND SERVICE SYSTEMS

This Subsection addresses the topics of water service and supply, wastewater collection and treatment, storm water conveyance facilities, and solid waste collection and disposal. The analysis contained in this Subsection is also based in part on information obtained from the Project's Preliminary Hydrology Report (Westland, 2022a) (*Technical Appendix H1*), the City of Ontario Policy Plan, and the City of Ontario Municipal Code.

4.12.1 EXISTING CONDITIONS

A. Water Service

The Project Site is located in the service area of the Ontario Municipal Utilities Company (OMUC). The OMUC service area encompasses the entire City of Ontario. Under existing conditions, there is an existing 12-inch water main on East Airport Drive and a 24-inch recycled water main on East Airport Drive that ends approximately west of South Wineville Avenue.

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 Metropolitan Water District of Southern California (MWD) through Water Facilities Authority; groundwater and/or surface water purchased from San Antonio Water Company; and recycled water purchased from Inland Empire Utilities Agency (IEUA). (OMUC, 2021)

B. Wastewater Service and Treatment

Sanitary sewage generated at the Project Site currently discharges to surface septic systems located beneath the site Two known septic systems are located on the eastern parcel and one known system is located on the western parcel. Interviews with Property personnel on the western parcel indicated they were unaware of the location of the septic systems. (Farallon, 2022, pp. 8-4)

C. Stormwater Conveyance Facilities

The natural drainage pattern for the existing condition of the Project Site is north to south. There is no existing public storm drain systems at the frontage of the Project Site. Stormwater sheet flows south and discharge onto the existing curb and gutter on Airport Drive. Runoff flows east along Airport Drive and discharge into an existing catch basin located approximately 1,500 east of the Project Site. The existing catch basin is connected to the Lower Etiwanda Creek Channel, which conveys stormwater to the Wineville Basin. (Westland, 2022a)

D. Solid Waste Collection and Disposal

The City of Ontario collects solid waste for residences and businesses within the City, including the Project Site. Based on data reported to the State Department of Resources Recycling and Recovery (CalRecycle), in 2019, the City generated 287,983 tons of solid waste requiring disposal. A majority (218,454 tons) of the City's solid waste, in 2019, was disposed at the El Sobrante Landfill, followed

by disposal of waste at the Badlands Sanitary Landfill (47,574 tons), and Mid-Valley Sanitary Landfill (14,099 tons). The remaining 7,856 tons of City waste generated in 2019 was disposed of at the following locations: Antelope Valley Public Landfill, Azusa Landfill, Blythe Sanitary Landfill, Chiquita Canyon Sanitary Landfill, Clean Harbors Buttonwillow LLC, Frank R. Bowerman Sanitary Landfill, Lamb Canyon Sanitary Landfill, Lost Hills Composting & Bioenergy, Olinda Alpha Landfill, Prima Deshecha Landfill, San Timoteo Sanitary Landfill, Simi Valley Landfill & Recycling Center, and Victorville Sanitary Landfill. (CalRecycle, 2019)

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, 2022a) The El Sobrante Landfill is permitted to received 16,054 tons of solid waste per day with a remaining capacity of 143,977,170 cubic yards. The El Sobrante Landfill is estimated to reach capacity, at the earliest time, in the year 2051. (CalRecycle, 2022b) The Mid-Valley Sanitary Landfill is permitted to received 7,500 tons of solid waste per day with a remaining capacity of 61,219,377 cubic yards. The El Sobrante Landfill is estimated to reach capacity, at the earliest time, in the year 2045. (CalRecycle, 2022c)

E. Dry Utilities

Southern California Edison (SCE) provides electricity services to a large majority of southern and central California, including the Project Site. SCE serves 180 cities across 50,000 square miles of service area. Existing overhead power lines occur along East Airport Drive that are aligned in an east-west direction along the southern boundary of the Project Site. (Google Earth, 2022)

The Project Site is located in the natural gas service area of Southern California Gas Company (SoCalGas), which maintains local underground service lines in the City. Under existing conditions, there is an existing 10-inch gas line on East Airport Drive.

4.12.2 Regulatory Setting

The following is a brief description of the federal, state, and local environmental laws and related regulations related to utilities and service systems.

A. State Plan, Policies, and Regulations

1. Urban Water Management Planning Act

The Urban Water Management Planning Act (UWMP Act) was proposed and adopted to ensure that water planning is conducted at the local level, as the State of California recognized that two water agencies in the same region could have very different impacts from a drought. The UWMP Act requires water agencies to develop Urban Water Management Plans (UWMPs) over a 20-year planning horizon, and further required UWMPs to be updated every five years. UWMPs are exempt from compliance with CEQA. (DWR, 2016, p. 1-2)

The UWMPs provide a framework for long term water planning and inform the public of a supplier's plans for long-term resource planning that ensures adequate water supplies for existing and future

demands. This part of the California Water Code (CWC) requires urban water suppliers to report, describe, and evaluate:

- Water deliveries and uses;
- Water supply sources;
- Efficient water uses;
- Demand management measures; and
- Water shortage contingency planning. (DWR, 2016, p. 1-3)

The UWMP Act has been modified over the years in response to the State's water shortages, droughts, and other factors. A significant amendment was made in 2009, after the drought of 2007-2009 and as a result of the governor's call for a statewide 20 percent reduction in urban water use by the year 2020. This was the Water Conservation Act of 2009, also known as SB X7-7. This Act required agencies to establish water use targets for 2015 and 2020 that would result in statewide savings of 20 percent by 2020. Beginning in 2016, retail water suppliers are required to comply with the water conservation requirements in SB X7-7 in order to be eligible for State water grants or loans. Retail water agencies are required to set targets and track progress toward decreasing daily per capita urban water use in their service area, which will assist the State in meeting its 20 percent reduction goal by 2020. (DWR, 2016, p. 1-2)

2. California Senate Bill 610

The California Water Code (Water Code) §§ 10910 through 10915 were amended by the enactment of SB 610 in 2002. SB 610 requires an assessment of whether available water supplies are sufficient to serve the demand generated by a proposed project, as well as the reasonably foreseeable cumulative demand in the region over the next 20 years under average normal year, single dry year, and multiple dry year conditions. Under SB 610, water assessments must be furnished to local governments for inclusion in any environmental documentation for certain projects (as defined in Water Code 10912 [a]) subject to CEQA. (DWR, 2003; CA Legislative Info, n.d.) For the purposes of SB 610, "project" means any of the following:

(1) A proposed residential development of more than 500 dwelling units.
(2) A proposed shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space.
(3) A proposed commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space.
(4) A proposed hotel or motel, or both, having more than 500 rooms.
(5) A proposed industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area.
(6) A mixed-use project that includes one or more of the projects specified in this subdivision.
(7) A project that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500-dwelling unit project. (DWR, 2003; CA Legislative Info, n.d.)

Because the Project proposes an approximately 270,337 square feet (s.f.) of industrial building, a water supply assessment was not required.

3. CA. Water Code § 10610 et seq. (Senate Bill 901)

Signed into law on October 16, 1995, Senate Bill (SB) 901 required every urban water supplier to identify as part of its urban water management plan, the existing and planned sources of water available to the supplier over a prescribed 5-year period. The code requires the water service purveyor to assess the projected water demand associated with a proposed project under environmental review. Later provisions of SB 901 required compliance in the event that the proposed Project involved the adoption of a specific plan, amendment to, or revision of the land use element of a general plan or specific plan that would result in a net increase in the state population density. Upon completion of the water assessment, cities and counties may agree or disagree with the conclusions of the water service purveyors, but cannot approve projects in the face of documented water shortfalls without first making certain findings. (CA Legislative Info, n.d.)

4. Executive Order B-29-15

Executive Order (EO) B-29-15 ordered the State Water Resources Control Board (SWRCB) to impose restrictions to achieve a 25-percent reduction in potable urban water usage through February 28, 2016; directed the California Department of Water Resources (DWR) to lead a statewide initiative, in partnership with local agencies, to collectively replace 50 million square feet of lawns and ornamental turf with drought tolerant landscapes; and directed the California Energy Commission to implement a statewide appliance rebate program to provide monetary incentives for the replacement of inefficient household devices. (SWRCB, 2020)

5. Executive Order B-37-16

Signed on May 9, 2016, EO B-37-16 established a new water use efficiency framework for California. The order bolstered the state's drought resilience and preparedness by establishing longer-term water conservation measures that include permanent monthly water use reporting, new urban water use targets, reducing system leaks and eliminating clearly wasteful practices, strengthening urban drought contingency plans, and improving agricultural water management and drought plans. (SWRCB, 2020)

6. Sustainable Groundwater Management Act (SGMA)

The Sustainable Groundwater Management Act (SGMA) established a new structure for managing California's groundwater resources at a local level by local agencies. SGMA required, by June 30, 2017, the formation of locally-controlled groundwater sustainability agencies (GSAs) in the State's high- and medium-priority groundwater basins and subbasins (basins). A GSA is responsible for developing and implementing a groundwater sustainability plan (GSP) to meet the sustainability goal of the basin to ensure that it is operated within its sustainable yield, without causing undesirable results. The GSP Emergency Regulations for evaluating GSPs, the implementation of GSPs, and coordination

agreements were adopted by DWR and approved by the California Water Commission on May 18, 2016. (DWR, n.d.)

7. California Solid Waste Integrated Waste Management Act (AB 939, 1989)

The Integrated Waste Management Act (IWMA) established an integrated waste management hierarchy to guide the California Integrated Waste Management Board (CIWMB) and local agencies in implementation, in order of priority: (1) source reduction, (2) recycling and composting, and (3) environmentally safe transformation and land disposal (it should be noted that the CIWMB no longer exists, and its duties have been assumed by CalRecycle). As part of the IWMA, the CIWMB was given a purpose to mandate the reduction of disposed waste. (CalRecycle, 2018a) The IWMA also required:

- The establishment of a task force to coordinate the development of city Source Reduction and Recycling Elements (SRREs) and a countywide siting element. (CalRecycle, 2018a)

- Each city, by July 1, 1991, to prepare, adopt and submit a SRRE to the county which includes the following components: waste characterization; source reduction; recycling; composting; solid waste facility capacity; education and public information; funding; special waste (asbestos, sewage sludge, etc.); and household hazardous waste. (CalRecycle, 2018a)

- Each county, by January 1, 1991, to prepare a SRRE for its unincorporated area, with the same components described above, and a countywide siting element, specifying areas for transformation or disposal sites to provide capacity for solid waste generated in the jurisdiction which cannot be reduced or recycled for a 15-year period.

- Each county to prepare, adopt, and submit to the Board an Integrated Waste Management Plan (IWMP), which includes all of the elements described above. (CalRecycle, 2018a)

- Each city or county plan to include an implementation schedule which shows: diversion of 25 percent of all solid waste from landfill or transformation facilities by January 1, 1995 through source reduction, recycling, and composting activities; and, diversion of 50 percent of all solid waste by January 1, 2000 through source reduction, recycling, and composting activities. (CalRecycle, 2018a)

- The CIWMB to review the implementation of each SRRE at least once every two years. (CalRecycle, 2018a)

- The IWMA required the CIWMB, in conjunction with an inspection conducted by a Lead Enforcement Agency (LEA), to conduct at least one inspection per year of each solid waste facility in the state. (CalRecycle, 2018a)

Additionally, the IWMA established a comprehensive statewide system of permitting, inspections, enforcement, and maintenance for solid waste facilities. (CalRecycle, 2018a)

8. Waste Reuse and Recycling Act (AB 1327)

The Waste Reuse and Recycling Act (WRRA) required the CIWMB to approve a model ordinance for adoption by any local government for the transfer, receipt, storage, and loading of recyclable materials in development projects by March 1, 1993. The WRRA also required local agencies to adopt a local ordinance by September 1, 1993 or allow the model ordinance to take effect. The WRRA requires all development projects that are commercial, industrial, institutional, or marina in nature and where solid waste is collected and loaded, to provide an adequate area for collecting and loading recyclable materials over the lifetime of the project. The area is required to be provided before building permits are issued. (CalRecycle, 2018b)

9. Mandatory Commercial Recycling Program (AB 341)

Assembly Bill (AB) 341 (Chapter 476, Statutes of 2011 (Chesbro, AB 341)) directed CalRecycle to develop and adopt regulations for mandatory commercial recycling. CalRecycle initiated formal rulemaking with a 45-day comment period beginning Oct. 28, 2011. The final regulation was approved by the Office of Administrative Law on May 7, 2012. AB-341 was designed to help meet California's recycling goal of 75% by the year 2020. AB 341 requires all commercial businesses and public entities that generate 4 cubic yards or more of waste per week to have a recycling program in place. In addition, multi-family apartments with five or more units are also required to form a recycling program. (CalRecycle, 2020)

10. 2016 California Green Building Standards Code (CAL Green; Part 11 of Title 24, California Code of Regulations)

California Code of Regulations, Title 24, Part 11 is referred to as the California Green Building Standards Code (CALGreen Code). CALGreen became effective January 1, 2017, and is applicable to the planning, design, operation, construction, use, and occupancy of every newly constructed building or structure throughout the State of California (including residential structures and elementary schools). The purpose of the CALGreen Code is to "improve public health, safety and general welfare by enhancing the design and construction of buildings through the use of building concepts having a positive environmental impact and encouraging sustainable construction practices in the following categories: (1) Planning and design; (2) Energy efficiency; (3) Water efficiency and conservation; (4) Material conservation and resource efficiency; and (5) Environmental air quality." The CALGreen Code is not intended to substitute or be identified as meeting the certification requirements of any green building program that is not established and adopted by the California Building Standards Commission (CBSC). Section 5.408.3 of the CALGreen Code requires that 100 percent of trees, stumps, rocks, and associated vegetation and soils resulting from land clearing shall be reused or recycled. For a phased project, such material may be stockpiled on-site until the storage site is developed. Unless otherwise noted in the regulation, all newly constructed buildings in California are subject of the requirements of the CALGreen Code. (CEC, 2018)

11. California Energy Efficiency Standards for Residential and Nonresidential Buildings (24 CA. Code Regs. 6)

The Building Energy Efficiency Standards were first adopted in 1976 and have been updated periodically since then as directed by statute. In 1975 the Department of Housing and Community Development adopted rudimentary energy conservation standards under their State Housing Law authority that were a precursor to the first generation of the Standards. However, the Warren-Alquist Act was passed one year earlier with explicit direction to the Energy Commission (formally titled the State Energy Resources Conservation and Development Commission) to adopt and implement the Standards. The Energy Commission's statute created separate authority and specific direction regarding what the Standards are to address, what criteria are to be met in developing the Standards, and what implementation tools, aids, and technical assistance are to be provided. (CEC, 2018)

The Standards contain energy and water efficiency requirements (and indoor air quality requirements) for newly constructed buildings, additions to existing buildings, and alterations to existing buildings. Public Resources Code Sections 25402 subdivisions (a)-(b) and 25402.1 emphasize the importance of building design and construction flexibility by requiring the Energy Commission to establish performance standards, in the form of an "energy budget" in terms of the energy consumption per square foot of floor space. For this reason, the Standards include both a prescriptive option, allowing builders to comply by using methods known to be efficient, and a performance option, allowing builders complete freedom in their designs provided the building achieves the same overall efficiency as an equivalent building using the prescriptive option. Reference Appendices are adopted along with the Standards that contain data and other information that helps builders comply with the Standards. (CEC, 2018)

The 2019 update to the Building Energy Efficiency Standards focuses on several key areas to improve the energy efficiency of newly constructed buildings and additions and alterations to existing buildings. The most significant efficiency improvements to the residential Standards include the introduction of photovoltaic into the prescriptive package, improvements for attics, walls, water heating, and lighting. The most significant efficiency improvements to the nonresidential Standards include alignment with the ASHRAE 90.1 2017 national standards. The 2019 Standards also include changes made throughout all of its sections to improve the clarity, consistency, and readability of the regulatory language. (CEC, 2018)

Public Resources Code Section 25402.1 also requires the Energy Commission to support the performance standards with compliance tools for builders and building designers. The Alternative Calculation Method (ACM) Approval Manual adopted by regulation as an appendix of the Standards establishes requirements for input, output, and calculational uniformity in the computer programs used to demonstrate compliance with the Standards. From this, the Energy Commission develops and makes publicly available free, public domain building modeling software in order to enable compliance based on modeling of building efficiency and performance. The ACM Approval Manual also includes provisions for private firms seeking to develop compliance software for approval by the Energy Commission, which further encourages flexibility and innovation. (CEC, 2018)

B. Local Plan, Policies, and Regulations

1. The Policy Plan

The Policy Plan, part of The Ontario Plan, serves as the City's General Plan. The Policy Plan Environmental Resource Element has several principles, goals, and policies that are applicable to the Project pertaining to water, wastewater, solid waste, and recycling. On August 16, 2022, the City approved The Ontario Plan 2050 (TOP 2050), which include updates to the Policy Plan.

2. City of Ontario Municipal Code

The City of Ontario Municipal Code contains regulations related to utilities and service systems. The specific Municipal Code policies that are relevant to the Project are as follows:

Title 6, Sanitation and Health, Chapter 3: Integrated Solid Waste Management, sets forth uniform requirements and regulations for the direct and indirect users of the solid waste collection services of the City. It also allows for the City to comply with all applicable state and federal laws, including, but not limited to, The Integrated Waste Management Act of 1989, California Code Title 14, Division 7, and any subsequent amendments to each.

Title 6, Sanitation and Health, Chapter 6: Stormwater Drainage System. The purpose of this chapter is to ensure the health, safety and general welfare of the residents of the City of Ontario by prescribing regulations to effectively prohibit non-stormwater discharges into the City's stormwater drainage system.

Title 6, Sanitation and Health, Chapter 8A: Water Conservation Plan, The purpose of this chapter is to minimize the potential for a water shortage through the practice of water conservation, and to minimize the effect of a shortage of water supplies on the water customers of the City. It is furthermore the intent of this chapter to adopt provisions that will significantly reduce the inefficient consumption of water, thereby extending the available water resources necessary for domestic, sanitation, and fire protection of the community to the greatest extent possible.

4.12.3 Basis for Determining Significance

According to Section I of Appendix G to the CEQA Guidelines, the proposed Project would result in a significant impact to utilities and service systems if the Project or any Project-related component would (OPR, 2019):

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?*

4.12.4 IMPACT ANALYSIS

Threshold a: ***Would the Project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?***

A. Water and Wastewater

The Project would include the installation of water lines within the Project Site. Water would be accommodated via proposed water lines that would extend from the southeastern and southwestern corners of the building to an existing 12-inch water main at East Airport Drive. Additionally, recycled water to the Project Site would be provided via a proposed 8-inch recycled water main along East Airport Drive. The proposed 8-inch recycled water main would extend from the west of South Wineville Avenue to the eastern boundary of the Project Site and connect to the existing 24-inch recycled water main.

Sanitary sewer service to the Project Site would be provided by OMUC's sanitary sewer wastewater collection system and conveyed to the Inland Empire Utilities Agency (IEUA) for wastewater treatment. Sewer would be accommodated via proposed 6-inch sewer line that would extend from the southwestern corners of the building to a proposed 8-inch OMUC sewer main on East Airport Drive. There is an existing 8-inch OMUC sewer main on East Airport Drive that ends approximately at the western boundary of the Project Site where the proposed 8-inch sewer main would connect to.

Although the Project would result in new water and wastewater line connections, these connections would be part of the Project's construction phase, which is evaluated throughout this EIR. 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 EIR. Impacts would be less than significant.

B. Stormwater Drainage

Stormwater will sheet flow from north to south and will be captured by proposed on-site catch basins. The proposed on-site storm drain system will convey the flow into a proposed underground infiltration chamber. In a large storm event, stormwater will exit the underground chamber system via pipes and

will be pumped out through a proposed parkway drain on Airport Drive. Runoff will sheet flow east along Airport Drive and discharge into the existing catch basin, located approximately 1,500 feet east of the Project Site, to maintain the same point of discharge as the existing condition.

Refer to the analysis under Section 4.8, *Hydrology and Water Quality*, Threshold c.ii. 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. Therefore, impacts would be less than significant.

C. Dry Utilities

Electricity will be provided by SCE. All new dry utility infrastructure would be installed underground and within the Project Site. 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 EIR. 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.

Threshold b:	***Would the Project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?***

OMUC is responsible for supplying potable water to the Project Site. The OMUC's 2020 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 Heavy Industrial land use designation, the Project would be consistent with the City's Policy 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.

Threshold c: ***Would the Project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?***

IEUA is responsible for supplying wastewater treatment 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 currently developed and served by septic tank systems. The Project Applicant would demolish the existing structures and redevelop the Site with an approximately 270,337 s.f. building. The Project is calculated to generate 28,776 gallons per day (gpd) of wastewater (2,200 gpd/acre × 13.08 acres = 28,776 gpd). The wastewater generated by the Project would only represent approximately 0.13 percent of the excess treatment capacity of RP-1 ([28,776 gpd ÷ 23 million gpd] × 100 = 0.13 %); therefore, it is anticipated that RP-1 have sufficient treatment capacity to provide service to the Project. The associated increase in wastewater generation would have a negligible effect on the wastewater treatment provider. 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.

Threshold d: ***Would the Project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?***

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 either Badlands Sanitary Landfill or El Sobrante Landfill. As previously discussed, 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, 2022a). 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, 2022b; CalRecycle, 2022c)

Based on the generation rate of 1.42 pounds per 100 s.f. per day, the proposed 270,337 s.f. building would result in approximately 3,838 pounds per day (1.91 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

Threshold e: ***Would the Project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?***

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 would occur.

4.12.5 Cumulative Impact Analysis

This cumulative impact analysis considers development of the Project Site in conjunction with other development projects and planned development within the service area for the respective utility provides or the service area for specific facilities (e.g., wastewater treatment facilities).

As with the Project, each individual related development project would require the construction of necessary infrastructure (water and wastewater lines, storm drain facilities, dry utilities, and others) to serve the project. Each individual development project is subject to review for utility capacity to avoid unanticipated interruption of service or inadequate supplies. Coordination with the utility providers would allow for the provision of utility services to the Project and other developments. The Project and other planned projects are subject to connection and service fees to offset increased demand and assist in facility expansion and service (at the time of need). Therefore, the Project impacts would not

contribute to a significant cumulative impact associated with construction of utility infrastructure or provision of utility services.

OMUC has sufficient potable water supplies to meet existing and future demands through the year 2040 under normal, single-dry, and multiple dry years. As such, the Project would not contribute to a cumulatively considerable impact on water supply.

According to IEUA's 2020 UWMP, the current wastewater treatment capacity of RP-1 is 44 MGD, although it currently treats approximately 21 MGD. As such, there is adequate existing and proposed capacity to provide wastewater treatment for the Project and cumulative development. Therefore, the Project would not result in a significant cumulative impact on wastewater treatment facilities.

The City, including the Project Site and cumulative development, are within the service area of the Badlands Sanitary Landfill or El Sobrante Landfill and a majority of the City's solid waste is disposed of at the Badlands Sanitary Landfill or El Sobrante Landfill. The remaining portions of the City's solid waste are disposed of at landfills with adequate capacity throughout the County and surrounding counties within the State. The solid waste generated by construction and operation of the Project would represent nominal portions of daily disposal capacities at existing landfill facilities. The existing landfill facilities have sufficient daily capacity to handle solid waste during the Project's construction and operation and would not directly result in the need for expanded solid waste disposal facilities. Further, the Project would adhere to applicable local and State regulations during both construction and long-term operation to reduce solid waste generation. Other cumulative development would be required to comply with such regulations. Therefore, the Project would not have a significant cumulative impact related to solid waste disposal and compliance with regulations addressing the reduction of solid waste generation and disposal.

4.12.6 Significance of Impacts Before Mitigation

Threshold a: Less-than-Significant Impact. The physical environmental effects associated with installing the Project's proposed connections to existing utility infrastructure, as well as installation of on-site and off-site storm water management, water, and wastewater infrastructure have been evaluated throughout this EIR and no adverse impacts specific to the provision utilities services have been identified. Mitigation measures are identified, where necessary, for construction-related effects that would reduce construction-phase impacts to the maximum feasible extent. Impacts would be less than significant.

Threshold b: Less-than-Significant Impact. Based on the information provided in the OMUC's UWMP, OMUC has sufficient water supplies available to serve the Project in normal, dry, and multiple dry years and impacts would be less than significant.

Threshold c: Less-than-Significant Impact. The Project's proposed wastewater generation would not exceed the capacity of the RP-1. The Project's wastewater generation would represent a nominal increase in wastewater treatment demand and impacts would be less than significant.

Threshold d: Less-than-Significant Impact. The Project's proposed solid waste disposal needs would be adequately accommodated by existing landfills serving the City. Therefore, the Project would have less than significant impacts related to solid waste.

Threshold e: No Impact. The Project would comply with all applicable federal, State, and local statues and regulations pertaining to management and reduction of solid waste. No impacts associated with regulatory compliance would occur.

4.12.7 MITIGATION

Project impacts would be less than significant and mitigation is not required.

5.0 OTHER CEQA CONSIDERATIONS

5.1 SIGNIFICANT EFFECTS WHICH CANNOT BE AVOIDED IF THE PROPOSED PROJECT IS IMPLEMENTED

The CEQA Guidelines require that an EIR disclose the significant environmental effects of a project which cannot be avoided if the proposed project is implemented (CEQA Guidelines Section 15126(b)). As described in detail in Section 4.0, *Environmental Analysis*, of this EIR, the proposed Project is anticipated to result in impacts to the environment that cannot be reduced to below a level of significance after the consideration of Project design features, compliance with applicable federal, State and local regulations, and the application of the feasible mitigation measures identified in this EIR. The significant impacts that cannot be mitigated to a level below thresholds of significance consist of the following:

- Transportation (Vehicle Miles Traveled): After the application of feasible mitigation measures, effectiveness of the TDM strategies that have potential to reduce the Project VMT are dependent on as yet unknown Project building tenant(s); therefore, Project impacts related to VMT would be significant and unavoidable on a direct and cumulatively-considerable basis.

5.2 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES WHICH WOULD BE CAUSED BY THE PROJECT SHOULD IT BE IMPLEMENTED

The CEQA Guidelines require EIRs to address any significant irreversible environmental changes that would be involved in the proposed action should it be implemented (CEQA Guidelines Section 15126.2(c)). An environmental change would fall into this category if: a) the project would involve a large commitment of nonrenewable resources; b) the primary and secondary impacts of the project would generally commit future generations to similar uses; c) the project involves uses in which irreversible damage could result from any potential environmental accidents; or d) the proposed consumption of resources are not justified (e.g., the project results in the wasteful use of energy).

Determining whether the Project may result in significant irreversible environmental changes requires a determination of whether key non-renewable resources would be degraded or destroyed in such a way that there would be little possibility of restoring them. Natural resources, in the form of construction materials and energy resources, would be used in the construction of the proposed Project. The consumption of these natural resources would represent an irreversible change to the environment; however, development of the Project Site would have no measurable adverse effect on the availability of such resources, including resources that may be non-renewable (e.g., construction aggregates, fossil fuels). Additionally, the Project is required by law to comply with the California Green Building Standards Code (CALGreen), which will minimize the Project's demand for energy, including energy produced from non-renewable sources. A more detailed discussion of Project energy consumption is provided in EIR Subsection 4.4, *Energy*.

Implementation of the Project would commit the Project Site to one light industrial building. The potential warehouse land uses for the Project are compatible with the existing industrial land uses that are located east, west, and south of the Project Site and also compatible with the use of East Airport Drive (which abuts the Project Site on the south) as a City-designated truck route. Accordingly, the Project and its environmental effects would not compel or commit surrounding properties to land uses other than those that are existing today or those that are planned by the City of Ontario General Plan. For this reason, the Project would not result in a significant, irreversible change to nearby, offsite properties.

EIR Subsection 4.7, *Hazards and Hazardous Materials*, provides an analysis of the potential for hazardous materials to be transported to/from the Project Site and/or used on the Project Site during construction and operation. As concluded in Subsection 4.7, mandatory compliance with federal, State, and local regulations related to hazardous materials handling, storage, and use by all Project construction contractors (near term) and occupants (long-term) would ensure that any hazardous materials used on-site would be safely and appropriately handled to preclude any irreversible damage to the environment that could result if hazardous materials were released from the Site.

As discussed in detail under EIR Subsection 4.5, *Energy*, use of the Project for warehouse would not result in a wasteful, inefficient, or unnecessary consumption of energy. Accordingly, the Project would not result in a significant, irreversible change to the environment related to energy use.

Based on the above, Project construction and operation would require the commitment of limited, slowly renewable and non-renewable resources. This commitment of resources would not be substantial and would be consistent with regional and local growth forecasts and development goals for the area. The loss of such resources would not be highly accelerated when compared to existing conditions, and such resources would not be used in an inefficient or wasteful manner. Project construction and operation would adhere to the sustainability requirements of Title 24, Green Building Code, and CALGreen. Therefore, the Project would not result in the commitment of large quantities of natural resources that would result in significant irreversible environmental changes.

5.3 GROWTH INDUCING IMPACTS

CEQA requires a discussion of the ways in which the proposed Project could be growth inducing. The CEQA Guidelines identify a project as growth inducing if it would foster economic or population growth or the construction of additional housing, either directly or indirectly, in the surrounding environment (CEQA Guidelines Section 15126.2(d)). New employees and new residential populations represent direct forms of growth. These direct forms of growth have a secondary effect of expanding the size of local markets and inducing additional economic activity in the area.

A project could indirectly induce growth at the local level by increasing the demand for additional goods and services associated with an increase in population or employment and thus reducing or removing the barriers to growth. This typically occurs in suburban or rural environs where population

growth results in increased demand for service and commodity markets responding to the new population of residents or employees.

According to regional population projections included in SCAG's Connect SoCal, the City of Ontario's population is projected to grow by 96,900 residents between 2016 and 2045 (approximately 1.94% annual growth). Over this same time period, employment in the City is expected to add 55,400 new jobs (approximately 1.6% annual job growth) (SCAG, 2020b) Additionally, The Ontario Plan 2050 (TOP 2050) projected a total of 129,562 dwelling units, 261,91,779 sq ft of non-residential uses, 410,492 residents and 296,002 jobs in 2050. (Ontario, 2022b) Economic growth would likely take place as a result of the Project's operation. The Project's employees (short-term construction and long-term operational) would purchase goods and services in the region, but any secondary increase in employment associated with meeting these goods and services demands is expected to be accommodated by existing goods and service providers and, based on the amount of existing and planned future commercial and retail services available in areas near the Project Site, would be highly unlikely to result in any unanticipated, adverse physical impacts to the environment. In addition, the Project would generate approximately 75 employees per shift, a majority of which would likely be filled by residents of the housing units either already built or planned for development within the City of Ontario and nearby incorporated and unincorporated areas. Accordingly, because it is anticipated that most of the Project's future employees would already be living in the City of Ontario or the larger Inland Empire area, the Project's introduction of employment opportunities on the Project Site would not induce substantial growth in the area.

Under CEQA, growth inducement is not considered necessarily detrimental, beneficial, or of little significance to the environment. Typically, growth-inducing potential of a project would be considered significant if it fosters growth or a concentration of population in excess of what is assumed in applicable master plans, land use plans, or in projections made by regional planning agencies such as SCAG. Significant growth impacts also could occur if a project provides infrastructure or service capacity to accommodate growth beyond the levels currently permitted by local or regional plans and policies. In general, growth induced by a project is considered a significant impact if it directly or indirectly affects the ability of agencies to provide needed public services, or if it can be demonstrated that the potential growth significantly affects the environment in some other way.

The Project is consistent with the industrial land use designations applied to the Project Site by the Policy Plan. The area surrounding the Project Site consists of industrial warehouses to the south, east, and west and Southern Pacific railroad to the north with industrial uses beyond. Development of the Project Site is not expected to place short-term development pressure on abutting properties because these areas are already built-out. Based on the foregoing analysis, the Project would not result in substantial, adverse growth-inducing impacts.

5.4 Effects Found Not To Be Significant During The EIR Scoping Process

CEQA Guidelines Section 15128 requires that an EIR "…contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant and

were therefore not discussed in detail in the EIR." The Project's Notice of Preparation for this EIR, both of which are included in *Technical Appendix A* to this EIR, determined that implementation of the Project would clearly have no potential to result in significant impacts under eight (8) environmental issue areas: agriculture and forestry resources, biological resources, land use and planning, mineral resources, population and housing, public services, recreation, and wildfire. Therefore, these issue areas were not required to be analyzed in detail in EIR Section 4.0, *Environmental Analysis*. A brief analysis of the Project's impacts to agriculture and forestry resources, biological resources, land use and planning, mineral resources, population and housing, public services, recreation, and wildfire is presented below.

5.4.1 Agriculture and Forestry Resources

Threshold a:	***Would the Project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?***

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.

Threshold b:	***Would the Project conflict with existing zoning for agricultural use, or a Williamson Act contract?***

The Project Site is not zoned for agricultural use. The Project Site is zoned Heavy 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 proposed 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.

Threshold c:	***Would the Project conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production?***

The Project is zoned Heavy Industrial and does not contain forest land. The Project is consistent with the development standards and allowed land uses of the Heavy 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.

Threshold d:	***Would the Project conflict result in the loss of forest land or conversion of forest land to non-forest use?***

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.

Threshold e:	***Would the Project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?***

The Project Site is currently zoned Heavy 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 the 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 Development 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.

5.4.2 Biological Resources

Threshold a:	***Would the Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?***

The Project Site is currently developed with a grain processing company and a corn storage and distribution facility. 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 Wildlife (CDFW) or the United States Fish and Wildlife Service (USFWS). As a part of the Project, existing vegetation within the developed portion of the Project Site would be removed and replaced with a variety of trees and ornamental vegetation. The relocation and/or 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 CDFW or the USFWS. Therefore, no adverse impacts are anticipated.

Threshold b:	***Would the Project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?***

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 CDFW or the USFWS (USFWS, 2020). Therefore, no adverse environmental impacts are anticipated.

Threshold c:	***Would the Project 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?***

There are no wetlands habitat present on site (USFWS, 2020). Therefore, Project implementation would have no impact on these resources.

Threshold d:	***Would the Project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?***

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. 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.

Threshold e:	***Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?***

The City of Ontario does not have any ordinances protecting biological resources. Further, the Site does not contain any mature trees necessitating the need for preservation. As a result, no adverse environmental impacts are anticipated.

Threshold f:	***Would the Project 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?***

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.

5.4.3 Land Use and Planning

Threshold a:	***Would the Project physically divide an established community?***

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.

Threshold b:	***Would the Project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?***

The Project Site is designated for Industrial by the City's Policy Plan and the Heavy Industrial zoning district. The Project Applicant would redevelop the Project Site in accordance with the underlying land use designation 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.

5.4.4 Mineral Resources

Threshold a:	***Would the Project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?***

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 Final Supplemental EIR, the Project Site is designated as Mineral Resource Zone MRZ-3 (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 (Ontario, 2022a). There are no known mineral resources in the area. Therefore, no impacts are anticipated.

Threshold b:	***Would the Project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?***

As discussed in Response 5.4.4(a) 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.

5.4.5 Population and Housing

Threshold a:	***Would the Project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?***

The Project would result in the development of approximately 270,337 s.f. warehouse facility, replacing an existing grain processing and corn storage and distribution facility. According to Southern California Association of Governments' (SCAG) Employment Density Study, the Project would generate approximately 226 employees (Urban Crossroads, 2022f). According to the California Employment Development Department (EDD), as of June 2022, the City of Ontario has a labor force of 92,300 persons and of that labor force, 3,200 are unemployed (unemployment rate of 3.5 percent) (EDD, 2022). According to SCAG's 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy, the City of Ontario is anticipated to employ approximately 169,300 persons by 2045 (SCAG, 2020b). As discussed above, TOP 2050 projected a total of 296,002 jobs in 2050. Therefore, the Project is consistent with the SCAG's 2045 and the TOP 2050 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.

Threshold b:	***Would the Project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?***

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.

5.4.6 PUBLIC SERVICES

Threshold a: ***Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered government 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?

A. Fire Protection

Fire protection 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, an 8-person Aircraft Rescue and Fire Fighting (ARFF) station, 1 fire investigation supervisor, and 2 battalion chiefs (Ontario, 2022c). The closest fire station to the Project Site is Station 7, located at 4901 Vanderbilt Street, approximately 1.3 miles to the southwest 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 OFD. 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.

B. Police Protection

Police protection services are provided by the Ontario Police Department (OPD). OPD's headquarters is located at 2500 S. Archibald Avenue, approximately 4.16 miles to the southwest of the Project Site. The Project Site is in a developed area, currently served by OPD. 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.

C. Schools

The Project is located within the attendance boundaries of the Cucamonga Elementary School District and Chaffey Joint Union High School District. The Project Applicant proposes to demolish the existing grain processing and corn storage and distribution facility 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.

D. Parks

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.

E. Other Public Facilities

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.

5.4.7 Recreation

Threshold 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?***

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.

Threshold b:	***Does the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?***

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.

5.4.8 WILDFIRE

Threshold a:	***Would the Project substantially impair an adopted emergency response plan or emergency evacuation plan?***

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. 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 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 OFD. Because the Project is required to comply with all applicable City codes and is not located within a Very High Fire Hazard Severity Zone (VHFHSZ), any emergency evacuation or emergency response plan impacts would be reduced to a less than significant level. Therefore, impacts are less than significant.

Threshold b:	***Due to slope, prevailing winds, and other factors, would the Project exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?***

As demonstrated above, the Project Site is not in or near an SRA or LRA or lands classified as VHFHSZ. 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.

Threshold c:	***Would the Project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?***

The Project would not require the installation of infrastructure that would exacerbate fire risk. The Project would connect to the existing Ontario Municipal Utilities Company (OMUC) 12-inch water main on East Airport Drive. Sanitary sewer service to the Project Site would be provided by Inland Empire Utilities Agency (IEUA). Sewer would be accommodated via proposed 6-inch sewer line that would extend from the southwestern corners of the building to a proposed 8-inch sewer main on East Airport Drive. The proposed 8-inch sewer main would connect to an existing 8-inch sewer main on East Airport Drive that ends approximately at the western boundary of the Project Site.

Although the Project would require the installation of 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 EIR. 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 OFD 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.

Threshold d:	***Would the Project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?***

As discussed above, the Project Site is not located within a landslide zone (DOC, 2021) or in a FEMA flood zone (FEMA, 2016). 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.

6.0 ALTERNATIVES

An Environmental Impact Report (EIR) must identify ways to mitigate or avoid the significant effects that a Project may have on the environment. In compliance with CEQA Guidelines §15126.6(a), an EIR must "describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any significant effects of the project, and evaluate the comparative merits of the alternatives". Although the Project evaluated in this EIR would not result in any significant and unavoidable impacts on the environment, this Section identifies potential alternatives to the Project and evaluates them, as required by CEQA.

Key provisions of the State CEQA Guidelines on alternatives (Sections 15126.6(b)–15126.6(f)) are provided below to explain the foundation and requirements for the alternatives analysis in the EIR.

- The discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objective, or would be more costly (Section 15126.6(b)).
- The specific alternative of 'no project' shall also be evaluated along with its impact (Section 15126.6(e)(1)).
- The "no project" analysis shall discuss the existing conditions at the time the Notice of Preparation is published, and at the time the environmental analysis is commenced, as well as what would reasonably be expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services. If the environmentally superior alternative is the "no project" alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives (Section 15126.6(e)(2)).
- The range of alternatives required in an EIR is governed by the "rule of reason" that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project. Of those alternatives, the EIR need examine in detail only the ones that the lead agency determines could feasibly attain most of the basic objectives of the project. The range of feasible alternatives shall be selected and discussed in a manner to foster meaningful public participation and informed decision making. Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (or the site is already owned by the proponent) (Section 15126.6(f)).

- For alternative locations, "only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR" (Section 15126.6(f)(2)(A)).
- If the lead agency concludes that no feasible alternative locations exist, it must disclose the reasons for this conclusion, and should include the reasons in the EIR. For example, in some cases there may be no feasible alternative locations for a geothermal plant or mining project, which must be in close proximity to natural resources at a given location (Section 15126.6(f)(2)(B)).
- An EIR need not consider an alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative (Section 15126.6(f)(3)).

6.1 SUMMARY OF SIGNIFICANT AND UNAVOIDABLE IMPACTS

As demonstrated in Section 4.0 of this EIR, implementation of the Project would result in significant adverse environmental effects under one environmental issue area that cannot be mitigated to below a level of significance after the implementation of mandatory regulatory requirements and feasible mitigation measures. The unavoidable significant impact is as follows:

- Transportation (Vehicle Miles Traveled): After the application of feasible mitigation measures, effectiveness of some of the Transportation Demand Management Program (TDMP) strategies that have potential to reduce the Project Vehicle Miles Traveled (VMT) are dependent on as yet unknown Project building tenant(s). Therefore, Project impacts related to VMT would be significant and unavoidable on a direct and cumulatively-considerable basis.

6.2 PROJECT OBJECTIVES

The fundamental purpose and goal of the 5355 East Airport Drive Project is to accomplish the orderly redevelopment of the Project Site with a modern warehouse distribution facility. The Project would achieve this goal through the following objectives.

A. To expand economic development and facilitate job creation in the City of Ontario by re-developing the property with a new, in-demand industrial use adjacent to an already-established industrial area.

B. To attract employment-generating businesses to the City of Ontario to reduce the need for members of the local workforce to commute outside the area for employment.

C. To develop industrial buildings with loading bays in close proximity to designated truck routes and the State highway system to avoid or shorten heavy truck-trip lengths on City and regional roads.

D. To attract businesses that can expedite the delivery of goods to consumers and businesses in the City of Ontario and beyond.

E. To develop a project that has architectural design and operational characteristics that complement other existing and planned buildings in the immediate vicinity of the Project Site and minimize conflicts with other nearby land uses.

F. To develop a property that has access to available infrastructure, including roads and utilities.

6.3 ALTERNATIVES UNDER CONSIDERATION

CEQA Guidelines §15126.6(e) requires that an alternative be included that describes what would reasonably be expected to occur on the property in the foreseeable future if the proposed Project were not approved, based on current plans and consistent with available infrastructure and community services (i.e., "no project" alternative). For development projects that include a revision to an existing land use plan, the "no project" alternative is considered to be the continuation of the existing land use plan into the future. For projects other than a land use plan (for example, a development project on an identifiable property such as the proposed Project evaluated herein), the "no project" alternative is considered to be a circumstance under which the proposed Project does not proceed (CEQA Guidelines §15126.6(e)(3)(A-B). For the alternatives' analysis in this Draft EIR, the "No Project/No Development Alternative" was considered.

6.3.1 NO PROJECT/NO DEVELOPMENT ALTERNATIVE

The No Project/No Development Alternative considers no development on the Project site beyond what occurs on the site under existing conditions (as described in EIR Section 3.0). As such, the Alternative is considered to be the scenario where the existing grain processing company and corn storage and distribution facility are retained and the facility continues to process grain and corn into the future. Under this alternative, no improvements would be made to the Project site and none of the Project's internal parking, utility, and other infrastructure improvements would occur. This alternative was selected by the City to compare the environmental effects of the proposed Project with an alternative that would leave the Project site undeveloped in its general existing conditions.

6.3.2 REDUCED BUILDING AREA ALTERNATIVE

The Reduced Building Area Alternative considers a proposal where the Project site would be redeveloped with two uses: a light industrial building and a trailer parking lot. Under this Alternative, a 135,169 s.f. light industrial building (including related site improvements such as truck loading/unloading areas and parking, passenger vehicle parking, landscaping, signage, and public utility connections) would be developed on the eastern portion of the Project site and a trailer parking lot would be developed on the western portion of the Project site. This alternative was selected to evaluate a scenario that would reduce the total building area on the Project site relative to the Project but still allow productive industrial use of the entire Project site.

6.3.3 Reduced Intensity Alternative

The Reduced Intensity Alternative considers a proposal where a portion of the Project site would be redeveloped with an industrial building with a total square footage of 63,500 s.f. and the remainder of the site would be cleared of its existing uses but not be developed. This represents a reduced in development of 206,837 s.f. compared to the Project (an approximately 76.5 percent reduction in building space). Under this alternative, no high-cube cold storage uses would occur. Access to the site would be similar to the Project with a proportional reduction in the number of passenger vehicle parking spaces to service the building. The balance of the site would be used for trailer parking exclusively serving the 63,500 s.f. building user. Although the proposed building size would be reduced, the development impact area would generally remain the same as the Project. This alternative was selected to evaluate a scenario that would reduce the total building size on the Project site, eliminate the high-cube cold storage use, and would not take into account of existing trips generation in order to reduced vehicle and truck trips and significant impacts associated with VMT.

6.4 Alternatives Considered But Rejected

An EIR is required to identify any alternatives that were considered by the Lead Agency but were rejected as infeasible. Among the factors described by CEQA Guidelines §15126.6 in determining whether to exclude alternatives from detailed consideration in the EIR are: a) failure to meet most of the basic project objectives, b) infeasibility, or c) inability to avoid significant environmental impacts. With respect to the feasibility of potential alternatives to the Project, CEQA Guidelines §15126.6(f)(1) notes:

> *"Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries…and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site…"*

In determining an appropriate range of alternatives to be evaluated in this EIR, a number of possible alternatives were initially considered and, for a variety of reasons, rejected. Alternatives were rejected because either: 1) they could not accomplish the basic objectives of the Project, 2) they would not have resulted in a reduction of significant adverse environmental impacts, or 3) they were considered infeasible to construct or operate. A summary of the alternatives that were considered but rejected are described below.

6.4.1 Alternative Sites

CEQA requires that the discussion of alternatives focus on alternatives to the Project or its location that are capable of avoiding or substantially lessening any significant effects of the Project. The key question and first step in the analysis is determining whether any of the significant effects of the project would be avoided or substantially lessened by developing the project at another location. Only

locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR (CEQA Guidelines §15126.6(f)(2)).

As discussed above, the Project would result in a significant and unavoidable VMT impact. Development of the Project in an alternative location in the general vicinity of the Project site would not reduce the VMT impact, as trip lengths would not substantially reduce such that the VMT impact could be relieved. Also, placing the Project in a different location would result in similar less-than-significant environmental impacts as would occur with implementation of the Project at its proposed location because the Project's environmental effects are primarily related to vehicles traveling to/from the Project site (air pollutant and greenhouse gas emissions) and not related to the presence of sensitive resources on the Project site or its location near sensitive receptors. Vehicle-related impacts are a direct reflection of the Project's expected operational characteristics, regardless of the property where the Project is located. In fact, if an alternative site were selected for the Project that was located farther from major arterial roads that are designated truck routes, like East Airport Drive for example, or regional freeways like I-15 and I-10, than the Project Site, the severity of the Project's VMT impacts would increase as miles traveled for vehicles going to/from the Project would increase.

Similarly, there are no existing, developed sites for sale that are a similar size as the Project site within close proximity to the key freeway infrastructure and that could reasonably be controlled by the Project Applicant for the purpose of developing the Project. Furthermore, the Project Applicant does not hold ownership control over any other adequately sized parcels of land in or near the Project site that could be used as an alternative location for the proposed Project. CEQA does not require sites that are not owned by the landowner or that could not be reasonably acquired by the landowner to be considered as an alternative to the Project.

Therefore, because an alternative location is not available that would avoid or substantially lessen the significant environmental effects of the Project, and because the Project Applicant does not have ownership control over, and cannot reasonably obtain ownership control over, any other parcels of land of adequate size in the jurisdiction of the City that could accommodate the Project, an alternative location alternative is not required to be analyzed. Accordingly, this alternative is not further considered in the Draft EIR.

6.5 ALTERNATIVE ANALYSIS

The City has identified the following alternatives as a range of reasonable alternatives to the Project in accordance with CEQA Guidelines §15126.6. These alternatives are described in more detail and evaluated for their level of environmental effects, compared to the Project's environmental effects.

The following discussion compares the impacts of each alternative considered by the City with the impacts of the Project, as detailed in Section 4.0, *Environmental Analysis*, of this EIR. Because an EIR must identify ways to mitigate or avoid the significant effects that a project may have on the environment (Public Resources Code §21002.1), CEQA Guidelines §15126.6(d) requires that the discussion of alternatives focus on alternatives which are capable of avoiding or substantially lessening

the significant effects of the Project. Therefore, the analysis provided herein focuses on a comparison of the Project's significant impacts to the level of impact that would occur under each evaluated alternative. The Project's significant and unavoidable impact is VMT. Although the Project's less-than-significant impacts also are compared to the alternatives evaluated herein, the emphasis of the comparative discussion in this analysis relates to the significant impacts of the Project that require mitigation as required by CEQA. A conclusion is provided for each significant impact of the Project as to whether the alternative results in one of the following: 1) reduction or elimination of the Project's impact, 2) a greater impact than would occur under the Project, 3) the same impact as the proposed Project, or 4) a new impact in addition to the Project's impacts.

Table 6-1, *Alternatives to the Project – Comparison of Environmental Impacts*, at the end of this Section compares the significant impacts of the Project with the level of impact that would be caused by the alternatives evaluated herein and identifies the ability of each alternative to meet the fundamental purpose and basic objectives of the Project, listed above under 6.2, *Project Objectives*.

6.5.1 No Project/No Development Alternative

The No Project/No Development Alternative considers no development on the Project site beyond what occurs on the site under existing conditions (as described in EIR Section 3.0). As such, the Alternative is considered to be the scenario where the existing grain processing company and corn storage and distribution facility are retained and the facility continues to its current operation into the future. It is acknowledged, however, that continuing the existing uses is a presumption for purposes of analysis herein and in reality the operator of those facilities may not continue operations and the site could become unoccupied and unused under the scenario of the No Project Alternative. Under this alternative, no improvements would be made to the Project site and none of the Project's internal parking, utility, and other infrastructure improvements would occur. This alternative was selected by the City to compare the environmental effects of the proposed Project with an alternative that would leave the Project site undeveloped in its general existing conditions.

A. Aesthetics

The No Project/No Development Alternative does not involve any new development or change in current uses. Under the No Project/No Development Alternative, the visual character and quality of the Project Site would be maintained in its existing condition. No new structures, landscaping, or lighting would be introduced on the Project Site. The No Project Alternative would not have the potential to conflict with the existing character or quality of existing and planned development surrounding the Project Site and would not create a new source of substantial light or glare that would impact nighttime views in the area. No significant aesthetic impacts related to aesthetics were identified for the Project and no significant aesthetic impacts would occur under this alternative.

B. Air Quality

The No Project/No Development Alternative would not involve construction activities. The No Project/No Development Alternative would result in less construction-related air pollutant emissions

compared to the Project; however, the Project's construction-related air quality impacts would be less than significant. Therefore, the No Project Alternative would not avoid any significant construction-related air quality impacts.

The Project Site currently contains a grain processing company and a corn storage and distribution facility that generate nominal amounts of air pollution associated with typical business operations. The No Project Alternative would leave the Project Site in its existing condition and would retain these uses (and less than significant amounts of air pollution).

C. Cultural Resources

The No Project/No Development Alternative would leave the Project Site in its existing condition; no grading would occur under this Alternative and there would be no potential impacts to subsurface archeological resources that may exist beneath the ground surface. Although there are mitigation measures identified in EIR Subsection 4.3 that would reduce the Project's direct and cumulatively considerable impacts to cultural resources to below a level of significance, implementation of the No Project/No Development Alternative would avoid potential impacts to cultural resources associated with the Project and would require no mitigation.

D. Energy

Under the No Project/No Development Alternative, the existing uses on the Project Site would continue to operate; therefore, there would be nominal demand for near-term and long-term electricity and fuel use on the Site. Selection of this Alternative would result in a less than significant impact to energy and would reduce the Project's near- and long-term energy use.

E. Geology and Soils

The No Project/No Development Alternative would leave the Project Site in its existing condition. The No Project/No Development Alternative would not construct any new structures on the Project Site; accordingly, there would be no potential for this Alternative to expose people or structures to safety risks associated with geologic hazards.

With respect to paleontological resources, the No Project Alternative would not involve any excavation or grading activities; therefore, the potential to discover previously unidentified paleontological resources is eliminated. As such, the potential for impacts to paleontological resources with the No Project/No Development Alternative would be less than with the Project; however, the Project's potential impacts would be less than significant with Project level mitigation. Therefore, the No Project Alternative would not avoid any significant impacts related to paleontological resources.

F. Greenhouse Gas Emissions

Under the No Project/No Development Alternative, no new development would occur on the Project Site and the existing facility on-site would continue to operate. With the exception of ongoing nominal

GHG emissions associated with on-site business activities, there would be no new sources of near-term or long-term GHG emissions under the No Project/No Development Alternative; however, the Project's impacts would be less than significant. Therefore, the No Project/No Development Alternative would not avoid any significant impacts related to GHG emissions.

G. Hazards and Hazardous Materials

As identified in Subsection 4.7, with adherence to applicable regulations and implementation of mitigation measures, the Project would have no impact or a less than significant impact related to hazards and hazardous materials. As with the Project, the No Project/No Development Alternative would be operated in compliance with applicable regulations and would have a less than significant impact related to transport, use and disposal of hazardous materials; and, release of hazardous materials and hazardous emissions. No mitigation measure would be required under this alternative. Additionally, consistent with the Project, the No Project/No Development Alternative would have no impact or a less than significant impact related to its location on a hazardous materials site, hazards from airport operations, emergency response/evacuation, and wildland fires.

H. Hydrology and Water Quality

No changes to the Site's existing hydrology and drainage conditions would occur under the No Project/No Development Alternative. No stormwater drainage improvements would be constructed on or adjacent to the Project Site and rainfall would continue to be discharged from the Project Site as sheet flow, as occurs under existing conditions. Under this Alternative, the stormwater leaving the Project Site would continue to flow south and discharges onto the existing curb and gutter on East Airport Drive. Runoff flows east along East Airport Drive and discharges into an existing catch basin located approximately 1,500 feet east of the Site. No drainage improvements or water quality features would be installed under this alternative. This alternative would not include the development of new source control, site design, and treatment control best management practices (BMPs) to minimize runoff and water pollutants, which would occur under the Project. The No Project/No Development Alternative would result in greater impacts to hydrology and water quality than the proposed Project; however, under this Alternative, impacts would remain less than significant.

I. Noise

The No Project/No Development Alternative would not involve construction activities; therefore, noise and vibration effects associated with construction would be less than the Project and the Project's construction-related noise impacts would be less than significant. The No Project/No Development Alternative would not avoid any significant impacts related to noise during construction.

Under the No Project/No Development Alternative, no new sources of permanent noise would be introduced on the Project Site and the noise generated by on-Site activities would continue. Additionally, because the Project Site would not be developed and no new traffic trips would be generated, the No Project/No Development Alternative would not contribute to an incremental increase

in area-wide traffic noise levels. Selection of this Alternative would avoid the Project's less-than-significant long-term noise impacts.

J. Transportation

The No Project/No Development Alternative would not generate any new daily traffic. Accordingly, this Alternative would avoid the Project's significant and unavoidable VMT impact.

K. Tribal Cultural Resources

The No Project/No Development Alternative would not involve any excavation or grading activities; therefore, the potential to discover previously unidentified tribal cultural resources is eliminated. As such, the potential for impacts to tribal cultural resources with the No Project/No Development Alternative would be less than with the Project; however, the Project potential impacts are considered less than significant with incorporation of the mitigation measures in this EIR. Therefore, the No Project/No Development Alternative would not avoid any significant impacts related to tribal cultural resources.

L. Utilities and Service Systems

No new domestic water, sewer, or stormwater drainage facilities would be needed for the No Project/No Development Alternative, and there would be no new demand for domestic water or wastewater treatment services. Also, this Alternative would not demand solid waste collection and disposal services. Neither the Project nor the No Project/No Development Alternative would result in significant or cumulatively-considerable impacts to utilities and service systems. Nonetheless, selection of this Alternative would avoid all of the Project's demand placed on utilities and service systems.

M. Conclusion

1. Avoid or Substantially Lessen the Significant Impacts of the Project

Implementation of the No Project/No Development Alternative would result in no physical environmental impacts to the Project Site beyond those that have historically occurred on the Project Site. All potentially significant effects of the Project would be avoided by the selection of this Alternative.

2. Attainment of Project Objectives

Because the No Project/No Development Alternative would not redevelop the Project Site and would not expand economic development or facilitate job creation, the No Project Alternative would fail to meet all of the Project's objectives.

6.5.2 Reduced Building Area Alternative

The Reduced Building Area Alternative considers a proposal where the Project site would be redeveloped with two uses: a light industrial building and a trailer parking lot. Under this Alternative, a 135,169 s.f. light industrial building (including related site improvements such as truck loading/unloading areas and parking, passenger vehicle parking, landscaping, signage, and public utility connections) would be developed on the eastern portion of the Project site and a trailer parking lot would be developed on the western portion of the Project site. This alternative was selected to evaluate a scenario that would reduce the total building area on the Project site relative to the Project but still allow productive industrial use of the entire Project site.

A. Aesthetics

Under the Reduced Building Area Alternative, the eastern portion of the Project site would look similar to the Project, just at a reduced scale while the western portion of the site would be used for trailer parking. It is expected that the overall visual appearance under this alternative would be similar to the Project and would not represent a significant impact. As with the Project, the development associated with the Reduced Building Area Alternative would comply with the City's Development Code. Overall, the Reduced Building Area Alternative's effect on aesthetics would be comparable the Project and would remain less than significant.

B. Air Quality

Under this Alternative, the overall duration of construction would be reduced as compared to the Project, due to the reduction of approximately 135,169 s.f. of building area (although the reduction on building area under the Reduced Building Area Alternative would be partially offset by this alternative's requirement for substantially more paving). As such, the total amount of air pollutant emissions generated during the construction phase would be reduced under this Alternative as compared to the Project. The peak daily intensity of construction activities at the Project site would be similar under both this Alternative and the Project because both would: 1) disturb the same physical area; 2) utilize the same types of construction equipment; and 3) require the same types of construction activities. Therefore, the total daily emissions during the construction phase would be less than significant and similar to the Project.

Because the Reduced Building Area Alternative would result in less building floor area than the Project, this Alternative is expected to require less energy to operate than the Project and, therefore, would result in a reduction of non-mobile source air quality emissions as compared to the Project. The Reduced Building Area Alternative would generate a reduced amount of mobile source air pollutant emissions as the Project from heavy truck traffic and would reduce mobile source air quality emissions from passenger vehicles due to a reduction in employees on-site. In total, the Reduced Building Area Alternative would reduce the Project's operational regional air quality emissions and be less than significant.

Because heavy truck trip traffic would be reduced between the Reduced Building Area Alternative and the Project, the Reduced Building Area Alternative would result in reduced – and less than significant – carcinogenic and non-carcinogenic health risk hazards as the Project.

Like the Project, the Reduced Building Area Alternative would generate odors during short-term construction activities (e.g., diesel equipment exhaust, architectural coatings, asphalt) and long-term operation (e.g., diesel exhaust). Similar to the Project, these odors would occur intermittently, be of short-term duration, and would not be substantial. Long-term operation of this Alternative would not create objectionable odors affecting a substantial number of people and impacts would be less than significant with compliance with mandatory regulatory requirements.

C. Cultural Resources

The Reduced Building Area Alternative would develop the entire Project site and would result in identical impacts to cultural resources as the Project. The Reduced Building Area Alternative would require similar mitigation as the Project and, after mitigation, both the Reduced Building Area Alternative and the Project would result in less-than-significant impacts to cultural resources.

D. Energy

Because the Reduced Building Area Alternative would result in less building floor area than the Project, the Reduced Building Area Alternative is expected to require less energy to construct and operate than the Project and, therefore, would result in a reduction of energy usage as compared to the Project. Additionally, the Reduced Building Area Alternative would generate fewer daily passenger vehicle trips than the Project and would reduce transportation energy demands. The Reduced Building Area Alternative would result in a less-than-significant impact, which is the same conclusion drawn for the Project.

E. Geology and Soils

This alternative would disturb the same physical area as the Project and would, therefore, have the same potential for soil erosion during the construction phase as the Project. Soil erosion impacts would be less than significant under both the Project and this Alternative due to mandatory compliance with federal, State, and local water quality standards. The Reduced Building Area Alternative would be required to comply with the same mandatory regulatory requirements as the Project to preclude substantial hazards associated with seismic ground shaking and geologic hazards. The Reduced Building Area Alternative would result in a similar, less-than-significant impact to geology and soils as the Project.

F. Greenhouse Gas Emissions

Because the Reduced Building Area Alternative would result in less building floor area than the Project, the Reduced Building Area Alternative is expected to require less energy to construct and operate than the Project and, therefore, would result in a reduction of non-mobile source GHG

emissions as compared to the Project. Additionally, the Reduced Building Area Alternative would result in an incremental reduction in mobile source GHG emissions due to a reduction daily passenger vehicle traffic. The Reduced Building Area Alternative would result in a less-than-significant impact, which is the same conclusion drawn for the Project.

G. Hazards and Hazardous Materials

Neither implementation of the Reduced Building Area Alternative nor the Project would result in a significant impact related to hazards or hazardous materials. Land uses that would occur on-site under the Reduced Building Area Alternative would have a similar potential to handle and store hazardous materials than the Project. With mandatory regulatory compliance, both the Reduced Building Area Alternative and the Project would pose a less-than-significant hazard to the public or the environment related to the use, handling, storage, and/or transport of hazardous materials.

H. Hydrology and Water Quality

Neither the Project nor the Reduced Building Area Alternative would result in substantial alterations to the drainage pattern of the site or would result in substantial erosion effects. Accordingly, implementation of the Project and the Reduced Building Area Alternative would both result in less-than-significant impacts to existing drainage patterns.

During construction, potential hydrology and water quality effects on the Project site would be similar under both the Reduced Building Area Alternative and the Project due to this alternative and the Project both disturbing the same physical area. Like the Project, the Reduced Building Area Alternative would be required to implement a SWPPP to ensure that stormwater runoff during construction does not contain substantial pollutant concentrations. Both the Project and the Reduced Building Area Alternative would result in less than significant construction impacts to hydrology and water quality.

In the long-term, potential hydrology and water quality effects on the Project site would be similar under both the Reduced Building Area Alternative and the Project due to this alternative and the Project both providing a similar amount of non-pervious surfaces. Like the Project, the Reduced Building Area Alternative would be required to implement a drainage plan to ensure that stormwater runoff is conveyed to local and regional stormwater drainage facilities with adequate capacity to handle runoff flows from the Project site. Additionally, like the Project, the Reduced Building Area Alternative would be required to implement a long term WQMP to ensure that stormwater runoff leaving the Project site does not contain substantial pollutant concentrations. Both the Project and the Reduced Building Area Alternative would result in less than significant operational impacts to hydrology and water quality.

I. Noise

Noise associated with this Alternative would occur during short-term construction activities and under long term operation. The types of daily construction activities conducted on the Project site would be similar (and less than significant) under both the Reduced Building Area Alternative and the Project,

although the length of construction activities would be slightly decreased under this alternative as less building floor area would be constructed on-site. It is anticipated that the total duration of noise impacts during the building construction phase would be slightly decreased under this alternative as compared to the Project and impacts would be less than significant. Under long-term operational conditions, noise impacts from operations on the Project site (i.e., stationary noise) would be similar (and less than significant) relative to the Project due to relatively similar operational practices (i.e., cargo loading/unloading activities) and similar daily heavy truck traffic volumes.

J. Transportation

The Reduced Building Area Alternative and the Project would not conflict with applicable programs, plans, ordinances or policies addressing the circulation system; would not create hazards through design; and, would not result in inadequate emergency access. As with the Project, these impacts under this alternative would remain less than significant.

Construction and operation-related vehicle truck trips would be reduced under the Reduced Building Area Alternative. Trip generation is based on land uses and its associated square footage. Based on the reduced building size, daily net new vehicle trip-ends per day would be proportionally decrease by approximately 50 percent and net new average daily trips under this alternative would be less than 110 daily vehicle trips. The Reduced Building Area Alternative would meet the Project Type Screening threshold and VMT impacts would be less than significant and would eliminate the Project's significant and unavoidable VMT impact.

K. Tribal Cultural Resources

The Reduced Building Area Alternative would develop the entire Project site and would result in identical impacts to tribal cultural resources as the Project. The Reduced Building Area Alternative would require similar mitigation as the Project and, after mitigation, both the Reduced Building Area Alternative and the Project would result in less-than-significant impacts to tribal cultural resources.

L. Utilities and Service Systems

Due to a reduced building area, the Reduced Building Area Alternative is expected to have a reduced demand for utilities and services systems, including water, sewer, storm water drainage service/facilities, and solid waste collection and disposal, as compared to the Project. As with the Project, the Reduced Building Area Alternative is expected to result in a less-than-significant impact to utilities and services systems.

M. Conclusion

1. Avoid or Substantially Lessen the Significant Impacts of the Project

The Reduced Building Area Alternative would avoid the Project's significant and unavoidable VMT impacts. The Reduced Building Area Alternative would reduce the Project's less-than-significant

impacts to air quality, energy, greenhouse gas emissions, and utilities and service systems. All other impacts from the Reduced Building Alternative would be similar to the Project.

2. Attainment of Project Objectives

The Reduced Building Area Alternative would meet Project Objectives "A" and "B" less effectively than the Project due to the reduction in building area on-site. The Reduced Building Area Alternative would meet all of the Project's other objectives.

6.5.1 Reduced Intensity Alternative

The Reduced Intensity Alternative considers a proposal where the Project site would be redeveloped with an industrial building with a total square footage of 63,500 s.f. and the balance of the site would be cleared of existing uses but would not be developed. This represents a reduction in development of 206,837 s.f. compared to the Project (an approximate 76.5 percent reduction). Under this alternative, no high-cube cold storage uses would occur. Access to the site would be similar to the Project with a proportional reduction in the number of passenger vehicle and truck parking spaces. This alternative was selected to evaluate a scenario that would reduce the total building size on the Project site, eliminate the high-cube cold storage use, and would not take into account elimination of existing trips generated by the existing uses in order to achieve a less-than-significant VMT impact. With a building size of 63,500 s.f. and taking no credit for the elimination of existing vehicle trips serving the existing uses on the site, a 63,500 s.f building would generate fewer than 110 daily trips and meet the City's small project screening criteria for a less-than-significant VMT impact.

A. Aesthetics

Under the Reduced Intensity Alternative, the Project site would be replaced with a single industrial building totaling 63,500 s.f. at the same height as the Project. The overall visual appearance under this alternative on the developed portion of the site would be similar to the Project and would not represent a significant impact. As with the Project, the development associated with the Reduced Intensity Alternative would comply with the City's Development Code. Overall, the Reduced Building Intensity Alternative's effect on aesthetics would be comparable the Project and would remain less than significant.

B. Air Quality

Under this Alternative, the overall duration of construction would be reduced as compared to the Project, due to the reduction of approximately 206,837 s.f. of building area. The total amount of air pollutant emissions generated during the construction phase would be reduced under this Alternative as compared to the Project; however, the peak daily intensity of construction activities at the Project site would be similar under both this Alternative and the Project because both would: 1) disturb the same maximum physical area per day; 2) utilize the same types of construction equipment; and 3) require the same types of construction activities. Therefore, the total daily emissions during the construction phase would be less than significant and similar to the Project.

Because the Reduced Intensity Alternative would result in less building floor area than the Project, this Alternative would require less energy to operate than the Project and, therefore, would result in a reduction of non-mobile source air quality emissions as compared to the Project. The Reduced Intensity Alternative would generate a reduced amount of mobile source air pollutant emissions as the Project from heavy truck traffic and would significantly reduce mobile source air quality emissions from passenger vehicles due to a reduction in employees on-site. In total, the Reduced Intensity Alternative would reduce the Project's operational regional air quality emissions and be less than significant.

Because heavy truck trip traffic would be reduced between the Reduced Intensity Alternative and the Project, the Reduced Intensity Alternative would result in reduced – and less than significant – carcinogenic and non-carcinogenic health risk hazards as the Project.

Like the Project, the Reduced Intensity Alternative would generate odors during short-term construction activities (e.g., diesel equipment exhaust, architectural coatings, asphalt) and long-term operation (e.g., diesel exhaust). Similar to the Project, these odors would occur intermittently, be of short-term duration, and would not be substantial. Long-term operation of this Alternative would not create objectionable odors affecting a substantial number of people and impacts would be less than significant with compliance with mandatory regulatory requirements.

C. Cultural Resources

The Reduced Intensity Alternative would develop a smaller portion of Project site but disturb the entire Project site for demolition. Because depth of ground disturbance on the undeveloped portion of the site would be more shallow, this Alternative has a lesser potential for impacts to cultural resources than the Project. The Reduced Intensity Alternative would require similar mitigation as the Project and, after mitigation, both the Reduced Intensity Alternative and the Project would result in less-than-significant impacts to cultural resources.

D. Energy

Because the Reduced Intensity Alternative would result in less building floor area than the Project, the Reduced Intensity Alternative would require less energy to construct and operate than the Project and, therefore, would result in a reduction of energy usage as compared to the Project. Additionally, the Reduced Intensity Alternative would generate fewer daily passenger vehicle trips than the Project and would reduce transportation energy demands. The Reduced Building Area Alternative would result in a less-than-significant impact, which is the same conclusion drawn for the Project.

E. Geology and Soils

This alternative would disturb the same physical area as the Project and would, therefore, have the same potential for soil erosion during the construction phase as the Project. Soil erosion impacts would be less than significant under both the Project and this Alternative due to mandatory compliance with federal, State, and local water quality standards. The Reduced Intensity Alternative would be required to comply with the same mandatory regulatory requirements as the Project to preclude substantial

hazards associated with seismic ground shaking and geologic hazards. The Reduced Intensity Alternative would develop a smaller portion of Project site but disturb the entire Project site for demolition. Because depth of ground disturbance on the undeveloped portion of the site would be shallower, this Alternative has a lesser potential for impacts to paleontological resources than the Project. The Reduced Intensity Alternative would result in a similar, less-than-significant impact to geology and soils as the Project.

F. Greenhouse Gas Emissions

Because the Reduced Intensity Alternative would result in less building floor area than the Project, the Reduced Intensity Alternative would require less energy to construct and operate than the Project and, therefore, would result in a reduction of non-mobile source GHG emissions as compared to the Project. Additionally, the Reduced Intensity Alternative would result in a reduction in mobile source GHG emissions due to a reduction daily passenger vehicle traffic. The Reduced Intensity Alternative would result in a less-than-significant impact, which is the same conclusion drawn for the Project.

G. Hazards and Hazardous Materials

Neither implementation of the Reduced Intensity Alternative nor the Project would result in a significant impact related to hazards or hazardous materials. Land uses that would occur on-site under the Reduced Intensity Alternative would have a similar potential to handle and store hazardous materials than the Project. With mandatory regulatory compliance, both the Reduced Intensity Alternative and the Project would pose a less-than-significant hazard to the public or the environment related to the use, handling, storage, and/or transport of hazardous materials.

H. Hydrology and Water Quality

Neither the Project nor the Reduced Intensity Alternative would result in substantial alterations to the drainage pattern of the site or would result in substantial erosion effects. Accordingly, implementation of the Project and the Reduced Intensity Alternative would both result in less-than-significant impacts to existing drainage patterns.

During construction, potential hydrology and water quality effects on the Project site would be similar under both the Reduced Intensity Alternative and the Project due to this alternative and the Project both disturbing the same physical area. Like the Project, the Reduced Intensity Alternative would be required to implement a SWPPP to ensure that stormwater runoff during construction does not contain substantial pollutant concentrations. Both the Project and the Reduced Intensity Alternative would result in less than significant construction impacts to hydrology and water quality.

In the long-term, potential hydrology and water quality effects on the Project site would be less under both the Reduced Intensity Alternative as compared to the Project due to this alternative having a lesser extent of non-pervious surfaces. Under this alternative, it is assumed that the non-developed portion of the site would be hydroseeded and left undeveloped and unutilized. Similar to the Project, the Reduced Intensity Alternative would be required to implement a drainage plan to ensure that stormwater runoff

is conveyed to local and regional stormwater drainage facilities with adequate capacity to handle runoff flows from the Project site. Additionally, like the Project, the Reduced Intensity Alternative would be required to implement a long term WQMP to ensure that stormwater runoff leaving the Project site does not contain substantial pollutant concentrations. Both the Project and the Reduced Intensity Alternative would result in less than significant operational impacts to hydrology and water quality.

I. Noise

Noise associated with this Alternative would occur during short-term construction activities and under long term operation. The types of daily construction activities conducted on the Project site would be similar (and less than significant) under both the Reduced Intensity Alternative and the Project, although the length of construction activities would be decreased under this alternative as less building floor area would be constructed on-site. The total duration of noise impacts during the building construction phase would be decreased under this alternative as compared to the Project and impacts would be less than significant. Under long-term operational conditions, noise impacts from operations on the Project site (i.e., stationary noise) would be reduced (and less than significant) relative to the Project due to relatively similar operational practices (i.e., cargo loading/unloading activities) and reduced daily heavy truck traffic volumes.

J. Transportation

The Reduced Intensity Alternative and the Project would not conflict with applicable programs, plans, ordinances or policies addressing the circulation system; would not create hazards through design; and, would not result in inadequate emergency access. As with the Project, these impacts under this alternative would remain less than significant.

Construction and operational-related vehicle truck trips would be reduced under the Reduced Intensity Alternative. Trip generation is based on land uses and its associated square footage. As shown in Table 6-1, *Trip Generation under the Reduced Building Intensity Alternative*, based on the reduced building size, the Reduced Intensity Alternative is calculated to generate 108 daily vehicle trip-ends per day; therefore, net new average daily trips under this alternative would be less than 110 daily vehicle trips. The Reduced Intensity Alternative would meet the Project Type Screening threshold and VMT impacts would be less than significant. The Reduced Intensity Alternative would eliminate the Project's significant and unavoidable VMT impacts.

Table 6-1 Trip Generation under the Reduced Building Intensity Alternative

Land Use	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
Warehousing (Actual vehicles)							
Passenger Cars:	8	2	10	2	7	9	70
2-axle Trucks:	0	0	0	0	0	0	6
3-axle Trucks:	0	0	0	0	0	0	8
4+axle Trucks:	0	0	0	1	1	2	24
Total Truck Trips:	0	0	0	1	1	2	38

Land Use	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
Total Trips[1]	**8**	**2**	**10**	**3**	**8**	**11**	**108**

[1] Total Trips = Passenger Cars + Truck Trips.

K. Tribal Cultural Resources

The Reduced Intensity Alternative would develop a smaller portion of Project site, but disturb the entire Project site for demolition. Because depth of ground disturbance on the undeveloped portion of the site would be shallower, this Alternative has a lesser potential for impacts to Tribal Cultural Resources than the Project. The Reduced Intensity Alternative would require similar mitigation as the Project and, after mitigation, both the Reduced Intensity Alternative and the Project would result in less-than-significant impacts to Tribal Cultural Resources.

L. Utilities and Service Systems

Due to a reduced building area, the Reduced Intensity Alternative is expected to have a reduced demand for utilities and services systems, including water, sewer, storm water drainage service/facilities, and solid waste collection and disposal, as compared to the Project. Similar to the Project, the Reduced Intensity Alternative is expected to result in a less-than-significant impact to utilities and services systems.

M. Conclusion

1. Avoid or Substantially Lessen the Significant Impacts of the Project

The Reduced Intensity Alternative would avoid the Project's significant and unavoidable VMT impact. The Reduced Intensity Area Alternative would reduce the Project's less-than-significant impacts to air quality, energy, greenhouse gas emissions, noise, and utilities and service systems and reduce the potential for impacts to cultural, paleontological, and tribal cultural resources. All other impacts from the Reduced Intensity Alternative would be similar to the Project.

2. Attainment of Project Objectives

The Reduced Intensity Alternative would meet Project Objectives "A" and "B" less effectively than the Project due to the reduction in building area on-site and employees compared to the Project. The Reduced Intensity Alternative would meet all of the Project's other objectives.

6.6 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

Section 15126.6(e)(2) of the CEQA Guidelines indicates that an analysis of alternatives shall identify an environmentally superior alternative among the alternatives evaluated in the EIR. In general, the environmentally superior alternative as defined by CEQA should minimize adverse impacts to the Project site and its surrounding environment.

The No Project/No Development Alternative has the least impact to the environment because it would not involve any construction activities or warehouse operations. There would be no impacts associated with a cumulatively considerable VMT impact. This impact is considered significant and unavoidable for the Project. While this alternative would avoid the significant effect of the Project, it would not receive any benefits from the drainage improvements or water quality features that would be constructed by the Project. Additionally, none of the Project objectives would be met.

If a "no project" alternative is identified as the environmentally superior alternative then the EIR shall also identify an environmentally superior alternative among the other alternatives (see CEQA Guidelines Section 15126.6(e)(2)). The Reduced Building Area Alternative, as described in Subsection 6.5.2, is identified as the environmentally superior alternative, because the Reduced Building Area Alternative would result in the greatest reduction of environmental impacts among the remaining alternatives as summarized in Table 6-1. The reduction in impacts is due to the fact that the use would have reduced vehicular trips, which would result in a reduction in VMT impacts; however, the Reduced Building Area Alternative would only partially meet two of the Project's objectives.

Table 6-2 Alternatives to the Project – Comparison of Environmental Impacts

Impact Area	Project	No Project/ No Development	Reduced Building Area	Reduced Intensity
Aesthetics	LTS	Reduced	Similar	Similar
Air Quality	LTS	Reduced	Reduced	Reduced
Cultural Resources	LTS/M	Reduced	Similar	Reduced
Energy	LTS	Reduced	Reduced	Reduced
Geology and Soils	LTS/M	Reduced	Similar	Reduced
Greenhouse Gas Emissions	LTS	Reduced	Reduced	Reduced
Hazards and Hazardous Materials	LTS/M	Reduced	Similar	Similar
Hydrology and Water Quality	LTS	Increase	Similar	Similar
Noise	LTS	Reduced	Similar	Reduced
Transportation	SU	Reduced*	Reduced*	Reduced*
Tribal Cultural Resources	LTS/M	Reduced	Similar	Reduced
Utilities and Service Systems	LTS	Reduced	Reduced	Reduced

LTS = Less than Significant; LTS/M = Less than Significant with Mitigation; SU = Significant and Unavoidable
* = Eliminates SU impact.

Table 6-1 Alternatives to the Project – Comparison of Environmental Impacts (Cont.)

Project Objectives	No Project/ No Development	Reduced Building Area	Reduced Intensity
A. To expand economic development and facilitate job creation in the City of Ontario by re-developing the property with a new, in-demand industrial use adjacent to an already-established industrial area.	No	Yes, but less effectively than the Project	Yes, but less effectively than the Project

Project Objectives	No Project/ No Development	Reduced Building Area	Reduced Intensity
B. To attract employment-generating businesses to the City of Ontario to reduce the need for members of the local workforce to commute outside the area for employment.	No	Yes, but less effectively than the Project	Yes, but less effectively than the Project
C. To develop industrial buildings with loading bays in close proximity to designated truck routes and the State highway system to avoid or shorten heavy truck-trip lengths on City and regional roads.	No	Yes	Yes
D. To attract businesses that can expedite the delivery of goods to consumers and businesses in the City of Ontario and beyond.	No	Yes	Yes
E. To develop a project that has architectural design and operational characteristics that complement other existing and planned buildings in the immediate vicinity of the Project Site and minimize conflicts with other nearby land uses.	No	Yes	Yes
F. To develop a property that has access to available infrastructure, including roads and utilities.	No	Yes	Yes

7.0 REFERENCES

7.1 PERSONS CONTRIBUTING TO EIR PREPARATION

7.1.1 CITY OF ONTARIO PLANNING DEPARTMENT

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7.2 DOCUMENTS APPENDED TO THIS EIR

The following reports, studies, and supporting documentation were used in preparing the 5355 East Airport Drive EIR and are bound separately as Technical Appendices. A copy of the Technical Appendices is available for review at the City of Ontario Planning Department at 303 East B Street, Ontario, CA 91764.

Appendix A: 5355 East Airport Drive Notice of Preparation (NOP), and Written Comments on the NOP.

Appendix B1: Urban Crossroads, 2022a. *5355 East Airport Drive Air Quality Impact Analysis.* August 30, 2022.

Appendix B2: Urban Crossroads, 2022b. *5355 East Airport Drive Mobile Source Health Risk Assessment.* August 30, 2022.

Appendix C: Brian F. Smith and Associates, Inc. (BFSA), 2022. *Cultural Resources Records Search Results for the 5355 Airport Drive Project, Ontario, California*. May 20, 2022.

Appendix D: Urban Crossroads, 2022c. *5355 East Airport Drive Energy Analysis*. August 30, 2022.

Appendix E1: Southern California Geotechnical (SCG), 2022a. *Geotechnical Investigation Proposed Warehouse 5355 East Airport Drive Ontario, California.* March 9, 2022.

Appendix E2: Southern California Geotechnical, 2022b. *Infiltration Report.* March 9, 2022.

Appendix F: Urban Crossroads, 2022d. *5355 East Airport Drive Greenhouse Gas Analysis*. August 30, 2022.

Appendix G: Farallon Consulting, L.L.C. (Farallon), 2022. *Phase I/II Environmental Site Assessment*. March 31, 2022.

Appendix H1: Westland Group, Inc. (Westland), 2022a. *Preliminary Hydrology Report.* March 2022.

Appendix H2: Westland, 2022b. *Preliminary Water Quality Management Plan*. March 2022.

Appendix I: Urban Crossroads, 2022e. *5355 East Airport Drive Noise Impact Analysis*. August 3, 2022.

Appendix J: Urban Crossroads, 2023a. *5355 East Airport Drive Vehicle Miles Traveled Analysis*. January 3, 2023.

Appendix K: Urban Crossroads, 2023b. *5355 East Airport Drive Trip Generation Assessment*. January 3, 2023.

7.3 DOCUMENTS INCORPORATED BY REFERENCE

The following reports, studies, and supporting documentation were used in the preparation of this EIR and are incorporated by reference within this EIR. A copy of the following reports, studies, and supporting documentation is a matter of public record and is generally available to the public at the location listed.

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7.5 Persons Consulted/Written or Verbal Communication

7.5.1 Tribal Consultation

Gabrieleno Band of Mission Indians – Kizh Nation
Andrew Salas, Chairperson

San Gabriel Band of Mission Indians
Anthony Morales, Chairperson

San Manuel Band of Mission Indians
Stephanie Guerrero, Cultural Resources Management Department

Soboba Band of Luiseno Indians
Joseph Ontiveros, Cultural Resource Department