

# 1. Executive Summary

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## 1.1 INTRODUCTION

This draft environmental impact report (DEIR) addresses the environmental effects associated with the implementation of the proposed Ontario Ranch Business Park Specific Plan project. The California Environmental Quality Act (CEQA) requires that local government agencies consider the environmental consequences before taking action on projects over which they have discretionary approval authority. An environmental impact report (EIR) analyzes potential environmental consequences in order to inform the public and support informed decisions by local and state governmental agency decision makers. This document focuses on impacts determined to be potentially significant in the Initial Study completed for this project (see Appendix A).

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

Data for this DEIR derive from onsite field observations, discussions with affected agencies, analysis of adopted plans and policies, review of available studies, reports, data and similar literature, and specialized environmental assessments (air quality/health risk assessment, biological report, cultural resources reports, geological report, greenhouse gas emissions, phase I environmental site assessment, hydrology report, preliminary water quality management plan, noise modeling, traffic impact assessment, and water supply assessment).

## 1.2 ENVIRONMENTAL PROCEDURES

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

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

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6. Enhance public participation in the planning process.

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

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

## 1.2.1 EIR Format

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

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

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

**Chapter 4. Environmental Setting.** A description of the physical environmental conditions in the vicinity of the project as they existed at the time the notice of preparation was published, from local and regional perspectives. These provide the baseline physical conditions from which the lead agency determines the significance of the project's environmental impacts.

**Chapter 5. Environmental Analysis.** Each environmental topic is analyzed in a separate section that discusses: the thresholds used to determine if a significant impact would occur; the methodology to identify and evaluate the potential impacts of the project; the existing environmental setting; the potential adverse and beneficial effects of the project; the level of impact significance before mitigation; the mitigation measures for the proposed project; the level of significance after mitigation is incorporated; and the potential cumulative impacts of the proposed project and other existing, approved, and proposed development in the area.

**Chapter 6. Significant Unavoidable Adverse Impacts.** Describes the significant unavoidable adverse impacts of the proposed project.

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**Chapter 7. Alternatives to the Proposed Project.** Describes the alternatives and compares their impacts to the impacts of the proposed project. Alternatives include the No Project/No Build Alternative, No Project/Existing General Plan Alternative, and the Reduced Intensity Alternative.

**Chapter 8. Impacts Found Not to Be Significant.** Briefly describes the potential impacts of the project that were determined not to be significant by the Initial Study and were therefore not discussed in detail in this EIR.

**Chapter 9. Significant Irreversible Changes Due to the Proposed Project.** Describes the significant irreversible environmental changes associated with the project.

**Chapter 10. Growth-Inducing Impacts of the Project.** Describes the ways in which the proposed project would cause increases in employment or population that could result in new physical or environmental impacts.

**Chapter 11. Organizations and Persons Consulted.** Lists the people and organizations that were contacted during the preparation of this EIR.

**Chapter 12. Qualifications of Persons Preparing EIR.** Lists the people who prepared this EIR for the proposed project.

**Chapter 13. Bibliography.** The technical reports and other sources used to prepare this EIR.

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

- Appendix A: Notice of Preparation (NOP) and Initial Study
- Appendix B: NOP Comments
- Appendix C: Air Quality and GHG Modeling and Reports
  - C1: Air Quality and GHG Modeling Data
  - C2: Health Risk Assessment
- Appendix D: Biological Resources Reports
  - D1: General Biological Assessment
  - D2: Focused Burrowing Owl Surveys
  - D3: Biological Technical Report for Off-Site Improvements
  - D4: General Habitat Suitability Evaluation Off-Site Improvements
- Appendix E: Cultural Resources Reports
  - E1: Cultural and Paleontological Resources Assessment
  - E2: Cultural and Paleontological Resources Survey Results for Off-Site Improvements
  - E3: DPR Series 523 Inventory Site Forms

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- Appendix F: Energy Modeling Data
- Appendix G: Geotechnical Reports
  - G1: Geotechnical Feasibility Study
  - G2: Infiltration Testing
- Appendix H: Hazardous Materials Reports
  - H1: Phase I Environmental Site Assessment
  - H2: Phase I Environmental Site Assessment–Addendum Letter
  - H3: Methane Survey Report
- Appendix I: Hydrology Reports
  - I1: Preliminary Hydrology Calculations
  - I2: Preliminary Water Quality Management Plan
- Appendix J: Noise and Vibration Modeling Data
- Appendix K: Public Services Correspondence
- Appendix L: Transportation
  - L1: Traffic Impact Analysis
  - L2: Vehicle Miles Travelled Assessment
- Appendix M: Water Supply Assessment
- Appendix N: Infrastructure Estimate

### 1.3 PROJECT LOCATION

The Ontario Ranch Business Park project site (project site) encompasses eleven parcels totaling 85.6 acres in the City of Ontario. The City of Ontario is located approximately 40 miles east of downtown Los Angeles, 20 miles west of downtown San Bernardino, and 30 miles east from the Orange County line.

Regional access to the project site is provided by State Route 83 (SR-83; Euclid Avenue), which connects to State Route 60 (SR-60) and Interstate 10 (I-10) to the north, I-15 approximately 5.5 miles to the east, and State Route 71 (SR-71) approximately 3 miles to the southwest. SR-71 connects the project to Interstate 91 (I-91) in unincorporated Riverside County.

The project site is in the southwestern portion of Ontario, immediately north of the City of Chino in San Bernardino County. The project site is located east of Euclid Avenue, north of Merrill Avenue, west of the unimproved right-of-way of Sultana Avenue, and south of Eucalyptus Avenue.

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### 1.4 PROJECT SUMMARY

The proposed project consists of a General Plan Amendment, Specific Plan, Development Plan Review, Tentative Parcel Maps, and a Development Agreement to allow for development of an industrial and business park on eleven parcels covering 85.6 acres in the City of Ontario. The development would include eight warehouse buildings ranging from 46,900 square feet (sf) to 618,353 sf, totaling a maximum development of 1,905,027 sf of warehouse and office uses. Office uses are ancillary to the warehouses and occupy up to 236,000 sf spread across the eight buildings.

A General Plan Amendment (GPA) is proposed to change the site's land use designations from General Commercial, Office Commercial and Low-Medium Density Residential to approximately 24 acres of Business Park (0.6 FAR) and 62 acres of Industrial (0.55 FAR). The General Plan Amendment will allow development of up to 236,000 square feet of business park and 1,669,027 square feet of industrial, for a maximum development of 1,905,027 square feet.

The Specific Plan will function as the regulatory document for implementing zoning for the entire project site, ensuring the orderly and systematic implementation of the City general plans. The Specific Plan would establish the necessary land use plan, development standards, regulations, design guidelines, infrastructure systems, and implementation strategies on which development activities would be founded. The major Specific Plan components consist of a land use plan, circulation plan, potable water plan, recycled water plan, sewer plan, storm drain plan, conceptual grading plan, dry utilities plan, development standards and design guidelines, and sustainable design components. Further details of these components are described in Section 3.4.1.2, *Ontario Ranch Business Park Specific Plan*. Upon adoption of the Specific Plan, or any other actions requiring either ministerial or discretionary approvals would be required to demonstrate consistency with the Specific Plan.

The Specific Plan consists of two Planning Areas (PAs) accommodating a variety of industrial-serving commercial, low-intensity office, technology, light manufacturing, and warehouse/distribution, as described below. A list of allowable uses by district is presented in Table 4.1, Allowable Uses, Chapter 4, Land Use and Development Standards, of the Specific Plan.

- BP (Business Park) Zoning District: The BP zoning district accommodates industrial-serving commercial, low intensity office uses, and light industrial uses. Development within this district is typically multi-tenant in nature; however, single-tenant buildings are not precluded.
- IG (Industrial - General) Zoning District: The IG zoning district accommodates storage and warehousing uses located in larger buildings on larger sites. Uses may include ecommerce, high cube warehouses, or distribution. A wide range of manufacturing and assembly uses are also permitted in this district.

Table 1-1 provides the maximum allowable gross building area for each Planning Area based on its allowable floor area ratio. Development standards (found in Chapter 4), such as setback requirements, parking, landscaping, infrastructure, and site design, may reduce the maximum gross square footage.

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**Table 1-1 Maximum Specific Plan Buildout-Out**

Planning Area (District)	Maximum Floor Area Ratio	Site Acreage	Maximum Building Square Footage
Planning Area 1 (Business Park)	0.60	23.8	457,904
Planning Area 2 (Industrial – General)	0.55	61.8	1,447,123
<b>TOTAL</b>	-	<b>85.6</b>	<b>1,905,027</b>

Source: EPD 2019.

A Development Plan Review (DPR) is proposed concurrently with the GPA and Specific Plan. The DPR site plan consists of eight industrial concrete tilt-up industrial/warehouse buildings totaling 1,905,027 square feet of industrial/warehouse and ancillary office space, including mezzanine. Lot coverage would total approximately 48 percent. Each building and its associated parking would be constructed on a separate parcel. Table 1-2 provides a summary of the square footage, site area, number of docks, and building height for each of the proposed buildings.

**Table 1-2 Development Plan Review Building Summary**

Building	Warehouse (sf)	Office (sf)	Total Building (sf)	Site Area (ac)	No. of Docks	Building Height (ft)
Building 1	540,964	60,000	600,964	25.31	82	47
Building 2	558,353		618,353	26.28	82	47
Building 3	207,806	20,000	227,806	10.24	39	48
Building 4	110,030	20,000	130,030	6.54	21	44
Building 5	59,200	20,000	79,200	4.05	11	45
Building 6	30,900	16,000	46,900	3.05	6	43
Building 7	75,624	20,000	95,624	4.90	14	44
Building 8	86,150	20,000	106,150	5.22	14	44
<b>TOTAL</b>	<b>1,669,027</b>	<b>236,000</b>	<b>1,905,027</b>	<b>85.6</b>	<b>269</b>	-

Source: REDA 2019.

## 1.5 SUMMARY OF PROJECT ALTERNATIVES

The CEQA Guidelines (Section 15126.6[a]) state that an EIR must address “a range of reasonable alternatives to the project, or to the location of the project, which could feasibly attain the basic objectives of the project, but would avoid or substantially lessen any of the significant effects of the project and evaluate the comparative merits of the alternatives.” The alternatives were based, in part, on their potential ability to reduce or eliminate the impacts determined to be significant and unavoidable for the proposed project. The following three alternatives have been determined to represent a reasonable range of alternatives which have the potential to feasibly attain most of the basic objectives of the project but which may avoid or substantially lessen any of the significant effects of the project. These alternatives are analyzed in detail in Chapter 7, *Alternatives to the Proposed Project*, of this DEIR.

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

An EIR must identify an “environmentally superior” alternative, and where the No Project Alternative is identified as environmentally superior, the EIR is then required to identify as environmentally superior an alternative from among the others evaluated. Each alternative's environmental impacts are compared to the proposed project and determined to be environmentally superior, neutral, or inferior. However, only impacts found significant and unavoidable are used in making the final determination of whether an alternative is environmentally superior or inferior to the proposed project. Impacts involving agricultural resources, air quality, greenhouse gas emissions, and transportation were found to be significant and unavoidable. Section 7.8 identifies the environmentally superior alternative.

### 1.5.1 No Project/No Build Alternative

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

The project site contains an operational dairy farm, two single-family residential structures, a dairy barn, a storage structure, approximately 10 feed storage barns, and numerous livestock corrals. The dairy, structures, and single-family residential uses would remain. Accordingly, the No Project/No Build Alternative provides a comparison between the environmental impacts of the proposed project as compared to the environmental conditions, resulting from not approving or denying the proposed project.

### 1.5.2 No Project/Existing General Plan Alternative

Section 15126.6(e) of the CEQA Guidelines requires that an EIR evaluate and analyze the impacts of the “No-Project” Alternative. When the project is the revision of an existing land use or regulatory plan, policy or ongoing operation, the no-project alternative is the continuation of the plan, policy, or operation into the future. Therefore, under the No Project/Existing General Plan Alternative, the current general plan land uses and zoning would remain in effect. Development in accordance with the existing general plan and zoning would occur. The City’s General Plan designates the project site for development of general commercial at a maximum 0.4 FAR, office commercial at 0.75 FAR, and low-medium density residential at 5.1-11 dwelling units per acre. The existing land use designations would allow approximately 559,774 sf of general

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commercial, 787,975 sf of office commercial, and 159 dwelling units at 8.5 dwelling units per acre<sup>1</sup>. This alternative would generate approximately 2,267 employees and 635 residents.

### 1.5.3 Reduced Intensity Alternative

Under the Reduced Intensity Alternative, a 25 percent reduction in building area of the proposed industrial warehousing uses would occur. Under this alternative, a total of 1,428,770 square feet of industrial and warehouse uses, a reduction of 476,257 square feet, would be developed with 1,251,770 square feet of warehouse and 177,000 square feet of office uses. The development impact area would generally remain the same as the proposed project. This alternative would generate approximately 1,548 employees. Access to the site would be similar to the proposed project with a proportional reduction in the number of parking spaces.

## 1.6 ISSUES TO BE RESOLVED

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

1. Whether this DEIR adequately describes the environmental impacts of the project.
2. Whether the benefits of the project override those environmental impacts which cannot be feasibly avoided or mitigated to a level of insignificance.
3. Whether the proposed land use changes are compatible with the character of the existing area.
4. Whether the identified goals, policies, or mitigation measures should be adopted or modified.
5. Whether there are other mitigation measures that should be applied to the project besides the Mitigation Measures identified in the DEIR.
6. Whether there are any alternatives to the project that would substantially lessen any of the significant impacts of the proposed project and achieve most of the basic project objectives.

## 1.7 AREAS OF CONTROVERSY

Prior to the preparation of the DEIR, the City of Ontario circulated a Notice of Preparation (NOP) and Initial Study on May 24, 2019 (see Appendix A). Comments received during the Initial Study's public review period, from May 24, 2019 to June 23, 2019, are in Appendix B. In addition, a public scoping meeting was held during the 30-day public review period, on June 3, 2019 at 6:00 PM at the Ontario Police Department Community Room, 2500 South Archibald Avenue, Ontario, California 91761. No agencies or members of the public attended the public scoping meeting. A summary of comments received on the NOP are provided in Table 2-1; all NOP comments received during the public review period are in Appendix B. The table provides

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<sup>1</sup> Buildout was based on the 42.8 acres general commercial, 18.7 acres low-medium density residential, and 24.1 acres office commercial and the factors for density and floor area ratio from the City's TOP buildout assumptions for the New Model Colony.



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references to the sections of the DEIR in which these issues are evaluated. No other areas of controversy are known to the lead agency.

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

Table 1-3 summarizes the conclusions of the environmental analysis contained in this EIR. Impacts are identified as significant or less than significant, and mitigation measures are identified for all significant impacts. The level of significance after imposition of the mitigation measures is also presented.

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**Table 1-3 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
<b>5.1 AGRICULTURE AND FORESTRY RESOURCES</b>			
<b>Impact 5.1-1:</b> The proposed project would convert approximately 60 acres of California Resource Agency designated Prime Farmland to Specific Plan, which would allow for development of business park and industrial land uses.	<b>Significant Impact</b>	No mitigation measures are feasible.	<b>Significant and Unavoidable</b>
<b>Impact 5.2-2:</b> The proposed project would involve other changes in the existing environment, which due to the location and nature, would convert Prime Farmland to a non-agricultural use.	<b>Significant Impact</b>	No mitigation measures are feasible.	<b>Significant and Unavoidable</b>
<b>Cumulative Impact</b>	<b>Significant Impact</b>	No mitigation measures are feasible.	<b>Significant and Unavoidable</b>
<b>5.2 AIR QUALITY</b>			
<b>Impact 5.2-1:</b> Construction activities associated with the proposed project would generate short-term VOC and NOX emissions in exceedance of SCAQMD's threshold criteria.	<b>Significant Impact</b>	AQ-1 Construction contractors shall, at minimum, use equipment that meets the United States Environmental Protection Agency's (EPA) Tier 4 Interim emissions standards for off-road diesel-powered construction equipment with more than 50 horsepower for all Phase 1 rough grading and rough grading soil hauling activities, unless it can be demonstrated to the City of Ontario Building Department that such equipment is not available. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by Tier 4 Interim emissions standards for a similarly sized engine, as defined by the California Air Resources Board's regulations.  Prior to construction, the project engineer shall ensure that all construction (e.g., demolition and grading) plans clearly show the requirement for EPA Tier 4 Interim emissions standards for construction equipment over 50 horsepower for the specific activities stated above. During construction, the construction contractor shall maintain a list of all operating equipment in use on the construction site for verification by the City of Ontario. The construction	<b>Significant and Unavoidable</b>

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**Table 1-3 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>equipment list shall state the makes, models, Equipment Identification Numbers, and number of construction equipment onsite. Equipment shall be properly serviced and maintained in accordance with the manufacturer's recommendations. Construction contractors shall also ensure that all nonessential idling of construction equipment is restricted to 5 minutes or less in compliance with Section 2449 of the California Code of Regulations, Title 13, Article 4.8, Chapter 9.</p> <p>AQ-2 During building construction, the construction contractor shall, at minimum, use paints with a volatile organic compound (VOC) content of 20 grams per liter or less for all interior and exterior coatings of the Phase 1 buildings (i.e., Buildings 1 through 3). This requirement shall be noted on all construction management plans verified by the City of Ontario prior to issuance of any construction permits and during interior coating activities.</p> <p>AQ-3 During building construction, the construction contractor shall, at minimum, use paints with a volatile organic compound (VOC) content of 50 grams per liter or less for all interior and exterior coatings of the Phase 2 buildings (i.e., Buildings 4 through 8). This requirement shall be noted on all construction management plans verified by the City of Ontario prior to issuance of any construction permits and during interior coating activities.</p> <p>AQ-4 During Phase 1 and Phase 2 construction, the construction contractor shall, at minimum, use paints with a volatile organic compound (VOC) content of 50 grams per liter or less for all surface parking lot striping. This requirement shall be noted on all construction management plans verified by the City of Ontario prior to issuance of any construction permits and during interior coating activities.</p>	
<p><b>Impact 5.2-2:</b> Long-term operation of the project would generate emissions in exceedance of SCAQMD's threshold criteria.</p>	<p><b>Significant Impact</b></p>	<p>AQ-5 Only electric-powered off-road equipment (e.g., yard trucks/hostlers) shall be utilized onsite for daily warehouse and business operations. The project developer/facility owner shall disclose this requirement to all tenants/business entities prior to the signing of any lease agreement. In addition, the limitation to use only electric-powered off-road equipment shall be included all leasing agreements.</p>	<p><b>Significant and Unavoidable</b></p>

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**Table 1-3 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>Prior to issuance of a Business License for a new tenant/business entity, the project developer/facility owner and tenant/business entity shall provide to the City of Ontario Planning Department and Business License Department a signed document (verification document) noting that the project development/facility owner has disclosed to the tenant/business entity the requirement to use only electric-powered equipment for daily operations. This verification document shall be signed by authorized agents for the project developer/facility owner and tenant/business entities. In addition, if applicable, the tenant/business entity shall provide documentation (e.g., purchase or rental agreement) to the City of Ontario Planning Department and Business License Department to verify, to the City's satisfaction, that any off-road equipment utilized will be electric-powered.</p> <p>AQ-6 All truck/dock bays that serve cold storage facilities within the proposed buildings shall be electrified to facilitate plug-in capability and support use of electric standby and/or hybrid electric transport refrigeration units. All site and architectural plans submitted to the City of Ontario Planning Department shall note all the truck/dock bays designated for electrification. Prior to the issuance of a Certificate of Occupancy, the City of Ontario Building Department shall verify electrification of the designated truck/dock bays.</p> <p>AQ-7 To reduce idling emissions from transport trucks, signage shall be placed at truck access gates, loading docks, and truck parking areas that identify applicable California Air Resources Board (CARB) anti-idling regulations (e.g., Rule 2485). At minimum, each sign shall include: 1) instructions for truck drivers to shut off engines when not in use; 2) instructions for drivers of diesel trucks to restrict non-essential idling to no more than two (2) consecutive minutes; and 3) telephone numbers of the building facilities manager and CARB to report violations. All signage shall be made of weather-proof materials. All site and architectural plans submitted to the City of Ontario Planning Department shall note the locations of these signs. Prior to issuance of the Certificate of Occupancy, the City of Ontario Building Department shall verify the installation of these signs.</p>	

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**Table 1-3 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>AQ-8 All landscaping equipment (e.g., leaf blower) used for property management shall be electric-powered only. The property manager/facility owner shall provide documentation (e.g., purchase, rental, and/or services agreement) to the City of Ontario Planning Department to verify, to the City's satisfaction, that all landscaping equipment utilized will be electric-powered.</p> <p>AQ-9 All paints used for interior and exterior architectural re-coatings of all buildings shall at minimum, have a volatile organic compound (VOC) content of 25 grams per liter or less.</p> <p>AQ-10 Paints used in re-stripping of the parking lot shall, at minimum, have a volatile organic compound (VOC) content of 50 grams per liter or less.</p>	
<p><b>Impact 5.2-3:</b> Construction-related emissions associated with land uses accommodated under the proposed project would not expose sensitive receptors to substantial concentrations of criteria air pollutants.</p>	<p>Less Than Significant</p>	<p>No mitigation measures are required.</p>	<p>Less Than Significant</p>
<p><b>Impact 5.2-4:</b> Project-related construction activities would not result in potentially significant cancer risk impacts to nearby off-site sensitive receptors.</p>	<p>Less Than Significant</p>	<p>No mitigation measures are required.</p>	<p>Less Than Significant</p>
<p><b>Impact 5.2-5:</b> Long-term operation of the land uses associated with buildout of the proposed project would not expose sensitive receptors to substantial concentrations of criteria air pollutants and toxic air contaminants.</p>	<p>Less Than Significant</p>	<p>No mitigation measures are required.</p>	<p>Less Than Significant</p>
<p><b>Impact 5.2-6:</b> Construction activities and long-term operation of the land uses associated with buildout of the proposed project would expose sensitive receptors to substantial concentrations of toxic air contaminants.</p>	<p>Potentially Significant</p>	<p>Mitigation Measures AQ-5 through AQ-8 apply.</p> <p>AQ-11 Construction contractors shall, at minimum, use equipment that meets the United States Environmental Protection Agency's (EPA) Tier 4 Interim emissions standards for off-road diesel-powered construction equipment with more than 50 horsepower for all Phase 2 building construction activities, unless it can be demonstrated to the City of Ontario Building Department that</p>	<p>Less Than Significant</p>

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**Table 1-3 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>such equipment is not available. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by Tier 4 Interim emissions standards for a similarly sized engine, as defined by the California Air Resources Board's regulations.</p> <p>Prior to construction, the project engineer shall ensure that all construction (e.g., demolition and grading) plans clearly show the requirement for EPA Tier 4 Interim emissions standards for construction equipment over 50 horsepower for the specific activity stated above. During construction, the construction contractor shall maintain a list of all operating equipment in use on the construction site for verification by the City of Ontario. The construction equipment list shall state the makes, models, Equipment Identification Numbers, and number of construction equipment onsite. Equipment shall be properly serviced and maintained in accordance with the manufacturer's recommendations. Construction contractors shall also ensure that all nonessential idling of construction equipment is restricted to 5 minutes or less in compliance with Section 2449 of the California Code of Regulations, Title 13, Article 4.8, Chapter 9.</p>	
<p><b>Impact 5.2-7:</b> The proposed project would generate long-term emissions in exceedance of the SCAQMD regional significance thresholds and be inconsistent with the applicable air quality management plan.</p>	<p><b>Potentially Significant</b></p>	<p>Mitigation Measures AQ-5 through AQ-10 apply.</p>	<p><b>Significant and Unavoidable</b></p>
<p><b>Impact 5.2-8:</b> Operation of land uses accommodated under the proposed project could result in other emissions that would adversely affect a substantial number of people.</p>	<p><b>Potentially Significant</b></p>	<p>AQ-12 Prior to future discretionary approval, if it is determined that a project has the potential to emit nuisance odors beyond the property line, an odor management plan shall be prepared by the project applicant, subject to review and approval by the City of Ontario Planning Department. Facilities that have the potential to generate nuisance odors include but are not limited to:</p> <ul style="list-style-type: none"> <li>• Wastewater treatment plants</li> <li>• Composting, green waste, or recycling facilities</li> <li>• Fiberglass manufacturing facilities</li> <li>• Painting/coating operations</li> </ul>	<p>Less Than Significant</p>

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**Table 1-3 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<ul style="list-style-type: none"> <li>• Large-capacity coffee roasters</li> <li>• Food-processing facilities</li> </ul> <p>The odor management plan shall show compliance with the South Coast Air Quality Management District's Rule 402 for nuisance odors. The Odor Management Plan shall identify the best available control technologies for toxics (T-BACTs) that will be utilized to reduce potential odors to acceptable levels, including appropriate enforcement mechanisms. T-BACTs may include, but are not limited to scrubbers (i.e., air pollution control devices) at the industrial facility. T-BACTs identified in the odor management plan shall be identified as mitigation measures in the environmental document and/or incorporated into the site plan.</p>	
Cumulative Impacts (Operational criteria pollutants)	Potentially Significant	Mitigation Measures AQ-5 through AQ-8 apply.	Significant and Unavoidable
<b>5.3 BIOLOGICAL RESOURCES</b>			
Impact 5.3-1: Development of the proposed project has the potential to impact nine sensitive animal species and nesting birds; no impacts to sensitive plant species or sensitive habitat would occur.	Potentially Significant	BIO-1 Prior to the issuance of permits for any construction activity, the project applicant shall demonstrate compliance with the federal MBTA to the satisfaction of the City of Ontario that either of the following has been accomplished: <ul style="list-style-type: none"> <li>• Conduct grading activities and vegetation removal outside of the nesting season (February 1 to August 31) to avoid impacts to nesting birds, including raptors.</li> <li>• If vegetation removal will occur during the bird nesting season, between February 1 and August 31, pre-construction nesting bird surveys shall be performed within three days prior to any disturbance of the site, including diskings, demolition activities, and grading. If active nests are found, they shall be flagged and the biologist shall establish suitable buffers around the nest (generally a minimum of 200 feet up to 500 feet for raptors and a minimum of 50 feet up to 300 feet for passerine species, with specific buffer widths to be determined by a qualified biologist). The buffer areas shall be avoided until the nests are no longer occupied and the juvenile birds can</li> </ul>	Less Than Significant



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Table 1-3 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>survive independently from the nests.</p> <p>BIO-2 Three days prior to any ground disturbing activities or vegetation removal, a qualified biologist shall conduct a pre-construction survey to identify the southern California legless lizard and California glossy snake. Any reptile species found to be present within the project area shall be relocated outside of the impact areas under the supervision of a qualified biologist. Biological monitors shall be on-call to relocate any reptile or amphibian that is encountered during construction activities.</p> <p>BIO-3 Prior to issuance of a demolition or grading permit for any ground disturbing activity, a qualified biologist shall conduct a pre-construction presence/absence survey for burrowing owls within 14 days prior to site disturbance. Surveys shall be conducted consistent with the procedures in outlined in the "California Department of Fish and Wildlife (CDFW) 2012 Staff Report on Burrowing Owl Mitigation." If the species is absent, no additional mitigation will be required. City of Chino, RMP Boundary. If burrowing owl(s) is(are) detected within the Project's disturbance footprint in the City of Chino RMP boundary, the owl(s) are required to be handled as indicated by the RMP:</p> <p><b>Areas Outside of the Chino RMP Boundary.</b> If burrowing owl(s) are observed onsite during the pre-construction clearance survey;</p> <ul style="list-style-type: none"> <li>• Prior to disturbance of the occupied burrows, suitable and unoccupied replacement burrows shall be provided at a ratio of 2:1 within designated off-site conserved lands to be identified through coordination with CDFW and the City in which the burrowing owl(s) is(are) detected (either the City of Ontario or the City of Chino). A qualified biologist shall confirm that the artificial burrows are currently unoccupied and suitable for use by owls.</li> <li>• Until suitable replacement burrows have been provided/confirmed within the off-site conserved lands to be identified through coordination with CDFW and the City of Ontario or the City of Chino, no disturbance shall</li> </ul>	

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**Table 1-3 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>occur within 50 meters (approximately 160 feet) of occupied burrows during the nonbreeding season (September 1 through January 31) or within 75 meters (approximately 250 feet) during the breeding season (February 1 through August 31).</p> <ul style="list-style-type: none"> <li>• Occupied burrows should not be disturbed during the nesting season (February 1 through August 31) unless a qualified biologist approved by CDFW verifies through non-invasive methods that either: 1) the birds have not begun egg-laying and incubation; or 2) that juveniles from the occupied burrows are foraging independently and are capable of independent survival.</li> <li>• If burrowing owls are present at the time that the occupied burrows are to be disturbed, then the owls shall be excluded from the site following the 2012 CDFG Staff Report.</li> </ul> <p><b>City of Chino, RMP Boundary.</b> If burrowing owl(s) is(are) detected within the Project's disturbance footprint in the City of Chino RMP boundary, the owl(s) are required to be handled as indicated by the RMP:</p> <p>The RMP addresses mitigation requirements for impacts to burrowing owls. The RMP states that the 1995 CDFG Staff Report on Burrowing Owl Mitigation (as supplemented by the RMP) shall be followed when burrowing owls are detected on properties. If avoidance of occupied habitat is infeasible, provisions shall be made to passively relocate owls from sites in accordance with the current 2012 CDFG Staff Report (supersedes 1995 CDFG Staff Report).</p> <p>According to the Preserve EIR and RMP, Burrowing Owls to be relocated from properties within the City's Subarea 2 are intended to be accommodated within a "300-acre conservation area" and/or additional Candidate Relocation Areas as described on Page 4-16 and 4-21 of the RMP. One such contingency conservation area is identified in the RMP as "Drainage Area B."</p>	

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**Table 1-3 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>Drainage Area B consists of a series of Natural Treatment System (NTS) facilities that were constructed south of Kimball Avenue and west of Mill Creek Road. When the NTS facilities were constructed, approximately 50 artificial owl burrows were installed within the basins to accommodate relocated owls and additional owls dispersing to the site. This location was given top priority as an owl relocation site by the RMP due to its proximity to areas that have been and will be converted to urban development. If Burrowing Owls are present at the Project site at time of site disturbance, the Burrowing Owls would be more likely to initially relocate to the immediately surrounding properties, including additional locations within the Chino Airport. However, the NTS basins represent the nearest conservation area providing regional mitigation for the loss of burrowing owl habitat.</p> <p>Consistent with the RMP, the following measures shall apply to the portion of the Project site within the RMP boundary regarding burrowing owl mitigation:</p> <ul style="list-style-type: none"> <li>• Prior to disturbance of the occupied burrows, suitable and unoccupied replacement burrows shall be provided at a ratio of 2:1 within the City of Chino designated relocation area (e.g. the NTS basins). A qualified biologist through coordination with the City shall confirm that the artificial burrows are currently unoccupied and suitable for use by owls.</li> <li>• Until suitable replacement burrows have been provided/confirmed within the designated relocation area (e.g. the NTS basins), no disturbance shall occur within 50 meters (approximately 160 feet) of occupied burrows during the nonbreeding season (September 1 through January 31) or within 75 meters (approximately 250 feet) during the breeding season (February 1 through August 31).</li> <li>• Occupied burrows should not be disturbed during the nesting season (February 1 through August 31) unless a qualified biologist approved by CDFW verifies through non-invasive methods that either: 1) the birds have not begun egg-laying and incubation; or 2) that juveniles from the occupied burrows are foraging independently and are capable of independent</li> </ul>	

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**Table 1-3 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>survival.</p> <ul style="list-style-type: none"> <li>• If Burrowing Owls are present at the time that the occupied burrows are to be disturbed, then the owls shall be excluded from the site following the 2012 CDFG Staff Report and Table 4-6 of the RMP.</li> <li>• Pursuant to mitigation measure B-3(8) of The Preserve EIR, and as noted on Page 4-39 of the RMP, the Project shall pay the required mitigation fee prior to initiation of ground disturbing activities. One priority for funding supported by the mitigation fees is the establishment and long-term management of burrowing owl habitat within the Drainage Area B conservation area.</li> </ul> <p>BIO-4 Prior to implementation of project activities, a qualified biologist shall be retained to determine whether potential roosting sites for bats may be affected. For large ornamental trees suitable for bat roosting/nursery, exit counts and acoustic surveys shall be performed prior to initial ground disturbance and vegetation removal to determine whether the project footprint and a 300-foot buffer supports a nursery or roost, and by which species. This survey work will occur between late-spring and late summer and/or in the fall (generally mid-March through late October).</p> <p>If the results of the bat survey finds a total of a single roosting individual of a special-status bat species or 25 or more individuals of non-special-status bat species with potential to be present in the study area (i.e., western Mastiff bat, big free-tailed bat, pallid bat, western red bat, and western yellow bat), a Bat Management Plan shall be developed to ensure mortality to bats does not occur. For each location confirmed to be occupied by bats, the plan will provide details both in text and graphically where exclusion devices/and or staged tree removal will need to occur, the timing for exclusion work, and the timeline and methodology needed to exclude the bats. The plan will need to be reviewed and approved by CDFW prior to disturbance of the roost(s).</p> <p>BIO-5 Within 14 days prior to the onset construction activities, a qualified biologist shall conduct pre-construction surveys for western pond turtle within all areas</p>	

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**Table 1-3 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>that fall within 100 feet of any suitable aquatic and upland nesting habitat for this species (retention ponds). If Western pond turtles are observed during the pre-construction survey, the CDFW shall be contacted to relocate western pond turtles to ensure that no western pond turtles are harmed. If no western pond turtles are observed during the pre-construction survey, then construction activities may begin. If construction is delayed or halted for more than 30 days, another pre-construction survey for western pond turtle shall be conducted. Within seven days of the pre-construction survey, a report of findings from the survey shall be submitted to the CDFW.</p> <p>During construction, a qualified biological monitor who has been approved by the CDFW to relocate western pond turtles shall be onsite to ensure that no western pond turtles are harmed. If western pond turtles are observed in the construction area at any time during construction, the onsite biological monitor shall be notified and construction in the vicinity of the sighting shall be halted until such a time as a turtle has been removed from the construction zone, and relocated by an approved biologist. If a sighting occurs during construction, the biologist shall prepare a report of the event and submit it to CDFW.</p>	
<p><b>Impact 5.3-2:</b> Development of the proposed project could result in the loss of 1.67-acres of Corps jurisdictional drainages and 3.3-acres of to CDFW streambed.</p>	<p><b>Potentially Significant</b></p>	<p>BIO-6 To mitigate the loss of Corps, Regional Board, and CDFW jurisdiction, prior to the issuance of grading permits, the project applicant shall purchase credits from an approved mitigation bank/in-lieu fee program at a minimum of a 1:1 ratio, for a minimum of 3.30 acres (inclusive of the 1.67 acres of non-wetland WoUS and Porter-Cologne waters) of mitigation credits, or a number of mitigation credits equal to project impacts based on final infrastructure design during aquatic permitting.</p> <p>If an approved mitigation bank/in-lieu fee program cannot be identified to mitigate the loss of Corps, Regional Board, and CDFW jurisdiction, the project applicant shall enhance, re-establish, or establish Corps, Regional Board, and CDFW jurisdictional areas on off-site conserved lands at a minimum of a 1:1 ratio, for a minimum of 3.30 acres (inclusive of the 1.67 acres of non-wetland WoUS and Porter-Cologne waters) of enhancement, re-establishment, or establishment, or a number acres equal to Project impacts based on final</p>	<p>Less Than Significant</p>

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**Table 1-3 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		infrastructure design during aquatic permitting. Compensatory mitigation should be coordinated with CWA 401 and 404 permitting and CDFW 1602 Streambed Alteration Agreement acquisition to ensure efficiencies with the mitigation effort.	
<b>Impact 5.3-3:</b> The project would not interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, but may impede the use of native wildlife nursery sites.	<b>Potentially Significant</b>	Mitigation Measure BIO-4 applies.	Less Than Significant
<b>Cumulative Impact</b>	<b>Potentially Significant</b>	Mitigation Measures BIO-1 through BIO-6 apply.	Less Than Significant
<b>5.4 CULTURAL RESOURCES</b>			
<b>Impact 5.4-1:</b> Development of the project would not impact an identified historical resource.	Less Than Significant	No mitigation measures are required.	Less Than Significant
<b>Impact 5.4-2:</b> The project area has a low sensitivity for archaeological resources, however, there is a potential to encounter previously undiscovered buried resources during grading activities.	<b>Significant Impact</b>	<p>CUL-1 Prior to issuance of any permits allowing ground-disturbing activities for the proposed project, the City of Ontario shall ensure that an archeologist who meets the Secretary of the Interior's Standards for professional archaeology has been retained for the project and will be on-call during all grading and other significant ground-disturbing activities. The Qualified Archaeologist shall ensure that the following measures are followed for the project:</p> <ul style="list-style-type: none"> <li>• Prior to any ground disturbance, the Qualified Archaeologist, or their designee, shall provide worker environmental awareness protection training to construction personnel regarding regulatory requirements for the protection of cultural (prehistoric and historic) resources. As part of this training, construction personnel shall be briefed on proper procedures to follow should unanticipated cultural resources be made during construction.</li> <li>• In the event that unanticipated cultural material is encountered during any phase of project construction, all construction work within 50 feet (15 meters) of the find shall cease and the Qualified Archaeologist shall assess the find for importance. Construction activities may continue in other areas.</li> </ul>	Less Than Significant

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**Table 1-3 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>If the discovery is determined to not be important by the Qualified Archaeologist, work will be permitted to continue in the area.</p> <ul style="list-style-type: none"> <li>• If a find is determined to be important by the Qualified Archaeologist, additional investigation would be required, or the find can be preserved in place and construction may be allowed to proceed.</li> <li>• Additional investigation work would include scientific recording and excavation of the important portion of the find.</li> <li>• If excavation of a find occurs, the Qualified Archaeologist shall draft a report within 60 days of conclusion of excavation that identifies the find and summarizes the analysis conducted. The completed report shall be approved by the City's Planning Director and filed with the County and with the South Central Coastal Information Center at California State University, Fullerton.</li> <li>• Excavated finds shall be curated at a repository determined by the Qualified Archaeologist and approved by the City.</li> </ul>	
<b>Cumulative Impact</b>	Less Than Significant	No mitigation measures are required.	Less Than Significant
<b>5.5 ENERGY</b>			
<b>Impact 5.5-1:</b> The proposed project would not result in significant impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during construction or operation.	Less Than Significant	No mitigation measures are required.	Less Than Significant
<b>Impact 5.5-2:</b> The proposed project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.	Less Than Significant	No mitigation measures are required.	Less Than Significant
<b>Cumulative Impact</b>	Less Than Significant	No mitigation measures are required.	Less Than Significant
<b>5.6 GEOLOGY AND SOILS</b>			
<b>Impact 5.6-1:</b> Project occupants would be	Less Than Significant	No mitigation measures are required.	Less Than Significant

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**Table 1-3 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
subject to strong ground shaking, however, project development would not subject people or structures to seismic-related ground failure including liquefaction.			
<b>Impact 5.6-2:</b> Unstable geologic unit or soils conditions would not result from development of the project.	Less Than Significant	No mitigation measures are required.	Less Than Significant
<b>Impact 5.6-3:</b> The proposed project could directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.	<b>Significant Impact</b>	GEO-1 The project applicant shall retain an on-call paleontologist to prepare a Paleontological Resources Impact Mitigation Program consistent with the guidelines of the Society of Vertebrate Paleontology. The report shall include the methods that will be used to protect paleontological resources, as well as procedures for monitoring, fossil preparation and identification, curation into a repository, and preparation of a report at the conclusion of grading. Excavation and grading activities at a depth of 10 feet below surface or within areas of older Quaternary deposits, shall require a full-time paleontological monitor. If paleontological resources are encountered during the course of ground disturbance, the paleontological monitor shall have the authority to temporarily redirect construction away from the area of the find in order to assess its significance. In the event that paleontological resources are encountered when a paleontological monitor is not present, work in the immediate area of the find shall be redirected, and a paleontologist should be contacted to assess the find for significance. If determined to be significant, the fossil shall be collected and prepared to the point of identification, identified to the lowest taxonomic level possible, cataloged, and curated into the permanent collections of a museum repository. At the conclusion of curation, a report of findings shall be prepared to document the results of the monitoring program.	Less Than Significant
<b>Cumulative Impact</b>	Less Than Significant	No mitigation measures are required.	Less Than Significant
<b>5.7 GREENHOUSE GAS EMISSIONS</b>			
<b>Impact 5.7-1:</b> Operation of the proposed project would generate emissions from mobile and other sources that would exceed the bright-line significance threshold and would	<b>Significant Impact</b>	GHG-1 The applicant/developer shall design the proposed surface parking lots to provide parking for low-emitting, fuel-efficient, and carpool/van vehicles. At minimum, the number of preferential parking spaces shall equal to the Tier 2 Nonresidential Voluntary Measures of California's Green Building Standards	<b>Significant and Unavoidable</b>



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**Table 1-3 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
have a significant impact on the environment.		<p>Code Section A5.106.5.1.2.</p> <p>GHG-2 The applicant/developer shall design the proposed surface parking lots to provide electric vehicle (EV) charging stations. At minimum, the number of EV charging stations shall equal to the Tier 2 Nonresidential Voluntary Measures of California’s Green Building Standards Code Section A5.106.5.3.2.</p> <p>Mitigation Measures AQ-5 through AQ-10 from Section 5.3, Air Quality, apply and would reduce GHG emissions of the proposed project.</p> <p>AQ-5 Only electric-powered off-road equipment (e.g., yard trucks/hostlers) shall be utilized onsite for daily warehouse and business operations. The project developer/facility owner shall disclose this requirement to all tenants/business entities prior to the signing of any lease agreement. In addition, the limitation to use only electric-powered off-road equipment shall be included all leasing agreements.</p> <p>Prior to issuance of a Business License for a new tenant/business entity, the project developer/facility owner and tenant/business entity shall provide to the City of Ontario Planning Department and Business License Department a signed document (verification document) noting that the project development/facility owner has disclosed to the tenant/business entity the requirement to use only electric-powered equipment for daily operations. This verification document shall be signed by authorized agents for the project developer/facility owner and tenant/business entities. In addition, if applicable, the tenant/business entity shall provide documentation (e.g., purchase or rental agreement) to the City of Ontario Planning Department and Business License Department to verify, to the City’s satisfaction, that any off-road equipment utilized will be electric-powered.</p> <p>AQ-6 All truck/dock bays that serve cold storage facilities within the proposed buildings shall be electrified to facilitate plug-in capability and support use of electric standby and/or hybrid electric transport refrigeration units. All site and</p>	

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**Table 1-3 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>architectural plans submitted to the City of Ontario Planning Department shall note all the truck/dock bays designated for electrification. Prior to the issuance of a Certificate of Occupancy, the City of Ontario Building Department shall verify electrification of the designated truck/dock bays.</p> <p>AQ-7 To reduce idling emissions from transport trucks, signage shall be placed at truck access gates, loading docks, and truck parking areas that identify applicable California Air Resources Board (CARB) anti-idling regulations (e.g., Rule 2485). At minimum, each sign shall include: 1) instructions for truck drivers to shut off engines when not in use; 2) instructions for drivers of diesel trucks to restrict non-essential idling to no more than two (2) consecutive minutes; and 3) telephone numbers of the building facilities manager and CARB to report violations. All signage shall be made of weather-proof materials. All site and architectural plans submitted to the City of Ontario Planning Department shall note the locations of these signs. Prior to issuance of the Certificate of Occupancy, the City of Ontario Building Department shall verify the installation of these signs.</p> <p>AQ-8 All landscaping equipment (e.g., leaf blower) used for property management shall be electric-powered only. The property manager/facility owner shall provide documentation (e.g., purchase, rental, and/or services agreement) to the City of Ontario Planning Department to verify, to the City's satisfaction, that all landscaping equipment utilized will be electric-powered.</p>	
<p><b>Impact 5.7-2:</b> Implementation of the proposed project would conflict with the City's Community Climate Action Plan.</p>	<p><b>Significant Impact</b></p>	<p>GHG-3 All individual projects accommodated under the proposed project shall be designed in such a manner to include features that achieve at minimum, 100 cumulative points on the City of Ontario Community Climate Action Plan GHG Screening Threshold Table (Community CAP, Appendix B, Greenhouse Gas Emissions CEQA Thresholds and Screening Tables). Prior to discretionary approval, the project applicant shall provide the completed GHG Screening Threshold Table and supporting documentation to the City of Ontario Planning Department for verification of a project achieving the minimum 100 points.</p>	<p><b>Significant and Unavoidable</b></p>

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Table 1-3 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Cumulative Impact	Significant Impact	Mitigation Measures AQ-5 through AQ-8 and GHG-1 through GHG-3 apply.	Significant and Unavoidable
<b>5.8 HAZARDS AND HAZARDOUS MATERIALS</b>			
<p><b>Impact 5.8-1:</b> Project construction could create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, or through reasonably foreseeable upset and accident conditions.</p>	<p><b>Significant Impact</b></p>	<p>HAZ-1 Prior to the issuance of grading permits, the project applicant shall conduct further testing for the presence of methane on the project site, in accordance with DTSC methane assessment guidelines. The project applicant shall prepare a methane gas soil survey and implement grading activity recommendations to the satisfaction of the City Building Department. This shall include a post-construction soil gas investigation and installation of methane gas mitigation systems where post-grading methane levels exceed 5,000 ppmv, should any such levels occur.</p>	<p>Less Than Significant</p>
		<p>HAZ-2 Following drainage of the on-site ponds, the project applicant shall conduct a limited Phase II subsurface assessment of sediments to evaluate the sediments for chemical risks to human health and the environment. If contamination from dairy and animal-related wastes is encountered at a level above Environmental Screening Levels (ESLs) for non-residential uses, the appropriate environmental agency (RWQCB, DTSC, SCAQMD) shall be notified. Any contamination identified as a result of such testing/sampling shall be investigated, and removed or remediated to the satisfaction of the environmental agency with evidence provided to the City.</p>	
		<p>HAZ-3 <b>Soil Management Plan.</b> Prior to issuance of a grading permit, the project applicant shall retain a qualified environmental consultant to prepare a Soil Management Plan (SMP) that details procedures and protocols for onsite management of soils containing potentially hazardous materials. The SMP would be implemented during grading activities onsite to ensure that soils containing residual levels of hydrocarbons or arsenic are properly identified, monitored, and managed onsite, and include the following:</p> <ul style="list-style-type: none"> <li>• A certified hazardous waste hauler shall remove all potentially hazardous soils. In addition, sampling of soil shall be conducted during excavation to ensure that all petroleum hydrocarbon and arsenic impacted soils are</li> </ul>	

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**Table 1-3 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>removed, and that Environmental Screening Levels (ESLs) for non-residential uses are not exceeded. Excavated materials shall be transported per California Hazardous Waste Regulations to a landfill permitted by the State to accept hazardous materials.</p> <ul style="list-style-type: none"> <li>• Any subsurface materials exposed during construction activities that appear suspect of contamination, either from visual staining or suspect odors, shall require immediate cessation of excavation activities. Soils suspected of contamination shall be tested for potential contamination. If contamination is found to be present per the Department of Toxic Substances Control Screening Levels for industrial/commercial land use (DTSC-SLi) and the EPA Regional Screening Levels for industrial/commercial land use (EPA-RSLi), it shall be transported and disposed of per state regulations to an appropriately permitted landfill.</li> <li>• The SMP shall include a Health and Safety Plan (HSP) addresses potential safety and health hazards and includes the requirements and procedures for employee protection; each contractor will be required to have their own HSP tailored to their particular trade that addresses the general project safety requirements. The HSP shall also outline proper soil handling procedures and health and safety requirements to minimize worker and public exposure to hazardous materials during construction.</li> <li>• The SMP shall be prepared and executed in accordance with South Coast Air Quality Management District (SCAQMD) Rule 1166, Volatile Organic Compound Emissions from Decontamination of Soil. The SMP shall require the timely testing and sampling of soils so that contaminated soils can be separated from inert soils for proper disposal. The SMP shall specify the testing parameters and sampling frequency. Anticipated testing includes total petroleum hydrocarbons (TPH), volatile organic compounds (VOCs), and semi-volatile organic compounds (SVOCs). During excavation, Rule 1166 requires that soils identified as contaminated shall be sprayed with water or another approved vapor suppressant, or covered with sheeting during periods of inactivity of greater than an hour, to prevent contaminated</li> </ul>	

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Table 1-3 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>soils from becoming airborne. Under Rule 1166, contaminated soils shall be transported from the project site by a licensed transporter and disposed of at a licensed storage/treatment facility to prevent contaminated soils from becoming airborne or otherwise released into the environment.</p> <ul style="list-style-type: none"> <li>• All SMP measures shall be printed on the construction documents, contracts, and project plans prior to issuance of grading permits.</li> </ul> <p>HAZ-4 Construction period testing: Construction at the project site shall be conducted under a project-specific Construction Risk Management Plan (CRMP) to protect construction workers, the general public, and the environment from subsurface hazardous materials previously identified and to address the possibility of encountering unknown contamination or hazards in the subsurface. The CRMP shall summarize soil and groundwater analytical data collected on the project sites during past investigations and during site investigation activities; delineate areas of known soil and groundwater contamination, if applicable; and identify soil and groundwater management options for excavated soil and groundwater, in compliance with local, state, and federal statutes and regulations. The CRMP shall:</p> <ul style="list-style-type: none"> <li>• Provide procedures for evaluating, handling, storing, testing, and disposing of soil and groundwater during project excavation and dewatering activities, respectively.</li> <li>• Require the preparation of a project-specific Health and Safety Plan that identifies hazardous materials present, describes required health and safety provisions and training for all workers potentially exposed to hazardous materials in accordance with State and Federal worker safety regulations, and designates the personnel responsible for Health and Safety Plan implementation.</li> <li>• Require the preparation of a contingency plan that shall be applied should previously unknown hazardous materials be encountered during construction activities. The contingency plan shall include provisions that require collection of soil and/or groundwater samples in the newly</li> </ul>	

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**Table 1-3 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>discovered affected area by a qualified environmental professional prior to further work, as appropriate. The analytical results of the sampling shall be reviewed by the qualified environmental professional and submitted to the appropriate regulatory agency. The environmental professional shall provide recommendations, as applicable, regarding soil/waste management, worker health and safety training, and regulatory agency notifications, in accordance with local, state, and federal requirements. Work shall not resume in the area(s) affected until these recommendations have been implemented under the oversight of the County or regulatory agency, as appropriate.</p> <ul style="list-style-type: none"> <li>Designate personnel responsible for implementation of the CRMP. The CRMP shall be submitted to the County for review and approval prior to the issuance of construction and demolition permits. This measure would reduce the hazards and hazardous materials impact to a less-than-significant level.</li> </ul> <p>HAZ-5 Prior to the commencement of any construction related site activities (clearing, demolition, grading etc.), all above ground storage tanks (ASTs) shall be removed. ASTs storing diesel shall be disposed of by a State of California licensed contractor and in compliance with the required San Bernardino County Fire Department (SBCFD) Hazardous Materials Division regulations for tank removals. For stained soils in the vicinity of diesel containing ASTs, as identified in the Phase I Environmental Site Assessment (ESA) dated March 15, 2017, soil samples shall be collected, as directed by the SBCFD inspector, for chemical analysis at a laboratory licensed by the State of California. If contaminated soils are encountered, a soil management plan shall be prepared to manage the stained soils during redevelopment.</p> <p>HAZ-6 Prior to the issuance of a demolition permit for any buildings or structures onsite, the project applicant shall conduct a comprehensive ACM survey to identify the locations and quantities of ACM in above-ground structures. The project applicant shall retain a licensed or certified asbestos consultant to inspect buildings and structures onsite. The consultant's report shall include requirements for abatement, containment, and disposal of ACM, if</p>	

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**Table 1-3 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		encountered, in accordance with the South Coast Air Quality Management District's Rule 1403.	
<b>Impact 5.8-2:</b> The project site is on a list of hazardous materials sites and, as a result, development of the site could create a significant hazard to the public or the environment.	Significant Impact	Mitigation Measures HAZ-2, HAZ-3, and HAZ-4 apply.	Less Than Significant
<b>Impact 5.8-3:</b> The project site is located within the jurisdiction of the Ontario International Airport and Chino Airport.	Less Than Significant	No mitigation measures are required.	Less Than Significant
<b>Cumulative Impact</b>	Less Than Significant	No mitigation measures are required.	Less Than Significant
<b>5.9 HYDROLOGY AND WATER QUALITY</b>			
<b>Impact 5.9-1:</b> The proposed project would not violate water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.	Less Than Significant	No mitigation measures are required.	Less Than Significant
<b>Impact 5.9-2:</b> The proposed project would increase the amount of impervious surfaces but will not substantially increase the rate or amount of surface runoff in a manner which would result in potential flooding on- or offsite, create runoff water that would exceed the capacity of storm drain systems, or provide substantial additional sources of polluted runoff.	Less Than Significant	No mitigation measures are required.	Less Than Significant
<b>Impact 5.9-3:</b> The proposed site is not located in tsunami or seiche zones and would not release pollutants due to inundation from a flood hazard.	Less Than Significant	No mitigation measures are required.	Less Than Significant

# 1. Executive Summary

**Table 1-3 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
<b>Impact 5.9-4:</b> The proposed project would not obstruct or conflict with the implementation of a water quality control plan or sustainable groundwater management plan.	Less Than Significant	No mitigation measures are required.	Less Than Significant
<b>Cumulative Impact</b>	Less Than Significant	No mitigation measures are required.	Less Than Significant
<b>5.10 LAND USE AND PLANNING</b>			
<b>Impact 5.10-1:</b> The proposed project would not conflict with applicable plans adopted for the purpose of avoiding or mitigating an environmental effect.	Less Than Significant	No mitigation measures are required.	Less Than Significant
<b>Cumulative Impact</b>	Less Than Significant	No mitigation measures are required.	Less Than Significant
<b>5.11 NOISE</b>			
<b>Impact 5.11-1:</b> Construction activities would result in substantial temporary noise increases in the vicinity of the proposed project.	<b>Significant Impact</b>	<p>N-1 Prior to issuance of demolition, grading and/or building permits, a note shall be provided on construction plans indicating that during grading, demolition, and construction, the project applicant shall be responsible for requiring contractors to implement the following measures to limit construction-related noise:</p> <ul style="list-style-type: none"> <li>• Construction activity is limited to the daytime hours between 7:00 AM to 6:00 PM on weekdays and between 9:00 AM to 6:00 PM on Saturday per the City of Ontario Municipal Code. Construction is prohibited on Sundays and federal holidays per the City of Chino Municipal Code.</li> <li>• During the entire active construction period, equipment and trucks used for project construction shall utilize the best available noise control techniques (e.g., improved mufflers, equipment re-design, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds), wherever feasible.</li> <li>• Require that impact tools (e.g., jack hammers and hoe rams) be hydraulically or electrically powered wherever possible. Where the use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air</li> </ul>	Less Than Significant



## 1. Executive Summary

**Table 1-3 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>exhaust shall be used along with external noise jackets on the tools.</p> <ul style="list-style-type: none"> <li>• Stationary equipment such as generators, air compressors shall be located as far as feasible from nearby noise-sensitive uses.</li> <li>• Stockpiling of materials shall be located as far as feasible from nearby noise-sensitive receptors.</li> <li>• Construction traffic shall be limited to approved haul routes established by the City and other agencies and shall be prohibited during nighttime hours (10:00 PM to 7:00 AM).</li> <li>• At least 10 days prior to the start of construction activities, a sign shall be posted at the entrance(s) to the job site, clearly visible to the public, that includes permitted construction days and hours, as well as the telephone numbers of the City's and contractor's authorized representatives that are assigned to respond in the event of a noise or vibration complaint. If the authorized contractor's representative receives a complaint, he/she shall investigate, take appropriate corrective action, and report the action to the City.</li> <li>• Signs shall be posted at the job site entrance(s), within the on-site construction zones, and along queueing lanes (if any) to reinforce the prohibition of unnecessary engine idling. All other equipment shall be turned off if not in use for more than 5 minutes.</li> <li>• During the entire active construction period and to the extent feasible, the use of noise-producing signals, including horns, whistles, alarms, and bells, shall be for safety warning purposes only. The construction manager shall use smart back-up alarms, which automatically adjust the alarm level based on the background noise level, or switch off back-up alarms and replace with human spotters in compliance with all safety requirements and laws.</li> <li>• Erect temporary noise barriers (at least as high as the exhaust of equipment and breaking line-of-sight between noise sources and sensitive receptors) to maintain construction noise levels at or below the</li> </ul>	

# 1. Executive Summary

**Table 1-3 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		performance standard of 65 dBA. Barriers shall be constructed with a solid material that has a density of at least 4 pounds per square foot with no gaps from the ground to the top of the barrier. Effective locations for barriers are along Euclid Avenue and Eucalyptus Avenue where residences are directly across the street.	
<b>Impact 5.11-2:</b> Project implementation would result in long-term operation-related noise that would exceed standards.	<b>Significant Impact</b>	N-2 Prior to the issuance of building permits, the project applicant shall and maintain rubberized or special asphalt paving, such as open grade asphalt concrete (OGAC) along Eucalyptus Avenue from Euclid Avenue to Grove Avenue.	Less Than Significant
<b>Impact 5.11-3:</b> The project would not create significant ground borne vibration.	Less Than Significant	No mitigation measures are required.	Less Than Significant
<b>Impact 5.11-4:</b> The proximity of the project site to an airport or airstrip would not result in exposure of future workers to excessive airport-related noise.	Less Than Significant	No mitigation measures are required.	Less Than Significant
<b>Cumulative Impact</b>	Less Than Significant	No mitigation measures are required.	Less Than Significant
<b>5.12 POPULATION AND HOUSING</b>			
<b>Impact 5.12-1:</b> The proposed project would not directly or indirectly result in population growth in the project area.	Less Than Significant	No mitigation measures are required.	Less Than Significant
<b>Cumulative Impact</b>	Less Than Significant	No mitigation measures are required.	Less Than Significant
<b>5.13 PUBLIC SERVICES</b>			
<b>FIRE PROTECTION AND EMERGENCY SERVICES</b>			
<b>Impact 5.13-1:</b> The proposed project would introduce new structures and workers into the Ontario Fire Department service boundaries, thereby increasing the requirement for fire protection facilities and personnel.	Less Than Significant	No mitigation measures are required.	Less Than Significant

1. Executive Summary

**Table 1-3 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
<b>Cumulative Impact</b>	Less Than Significant	No mitigation measures are required.	Less Than Significant
<b>POLICE PROTECTION</b>			
<b>Impact 5.13-2:</b> The proposed project would introduce new structures and workers into the Ontario Police Department service boundaries, thereby increasing the requirement for police protection facilities and personnel.	Less Than Significant	No mitigation measures are required.	Less Than Significant
<b>Cumulative Impact</b>	Less Than Significant	No mitigation measures are required.	Less Than Significant
<b>5.14 TRANSPORTATION</b>			
<b>Impact 5.14-1:</b> The project could potentially conflict with a program, plan ordinance or policy addressing the circulation system, including roadway facilities.	<b>Significant Impact</b>	<p>TRAF-1 Prior to issuance of occupancy permits for buildings that would be accommodated by the Ontario Ranch Business Park Specific Plan, the project applicant shall make fair-share payments to the City of Ontario, or agencies with jurisdiction over the improvement, toward the construction of the traffic improvements listed below. The following traffic improvements and facilities are necessary to mitigate impacts of the Ontario Ranch Business Park Specific Plan and shall be included in the fee mechanism(s):</p> <p><b>Existing With Project Improvements</b></p> <ul style="list-style-type: none"> <li>• Euclid Avenue (SR-83) &amp; Riverside Drive (#4): Add an eastbound right turn lane.</li> <li>• Grove Avenue &amp; Edison Avenue (#30): Install traffic signal.</li> <li>• Grove Avenue &amp; Eucalyptus Avenue (#31): Install traffic signal.</li> <li>• Grove Avenue &amp; Merrill Avenue (#32): Install traffic signal.</li> <li>• Walker Avenue &amp; Edison Avenue (#33): Install traffic signal.</li> <li>• Carpenter Avenue &amp; Merrill Avenue (#38): Install traffic signal.</li> <li>• Hamner Avenue &amp; Ontario Ranch Road (#49): (1) Modify the traffic signal to extend cycle length to 130-seconds. (2) Restripe the southbound approach to accommodate two left turn lanes, two through lanes, and one shared through-right turn lane.</li> </ul>	<b>Significant and Unavoidable</b>

# 1. Executive Summary

**Table 1-3 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p><b>Opening Year (2022) Cumulative With Project Improvements</b></p> <p>In addition to the improvements identified under Existing + Project, this scenario includes:</p> <ul style="list-style-type: none"> <li>• Euclid Avenue (SR-83) &amp; Riverside Drive (#4): Add 3rd southbound through lane.</li> <li>• Euclid Avenue (SR-83) &amp; Edison Avenue (#7): Add westbound right turn lane.</li> <li>• Euclid Avenue (SR-83) &amp; Pine Avenue (#14): (1) Add northbound free right turn lane; (2) Add 3rd northbound through lane; and (3) Add 3rd southbound through lane.</li> <li>• Grove Avenue &amp; Merrill Avenue (#32): (1) Add eastbound left turn lane.</li> <li>• Walker Avenue/Flight Avenue &amp; Merrill Avenue (#34): (1) Install traffic signal; (2) Add northbound left turn lane; (3) Restripe the northbound right turn lane to a shared through-right turn lane; (4) Add southbound left turn lane; (5) Add southbound shared through-right turn lane; (6) Add eastbound left turn lane</li> <li>• Vineyard Avenue/Hellman Avenue &amp; Merrill Avenue (#37): (1) Add northbound through lane; (2) Add southbound left turn lane; and (3) Add eastbound left turn lane.</li> <li>• Archibald Avenue &amp; Limonite Avenue (#43): (1) Add 2nd westbound right turn lane and (2) Add 2nd southbound left turn lane.</li> </ul> <p><b>Horizon Year (2040) With Project Improvements</b></p> <p>In addition to the improvements identified under Existing + Project and Opening Year Cumulative With Project, this scenario includes:</p> <ul style="list-style-type: none"> <li>• Euclid Avenue (SR-83) &amp; Riverside Drive (#4): (1) Add 2nd eastbound through lane; (2) Add 2nd northbound left turn lane; (3) Add 2nd southbound left turn lane; and (4) Add northbound right turn lane</li> <li>• Euclid Avenue (SR-83) &amp; Chino Avenue (#5): (1) Add westbound left turn</li> </ul>	

## 1. Executive Summary

**Table 1-3 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>lane</p> <ul style="list-style-type: none"> <li>• Euclid Avenue (SR-83) &amp; Schaefer Avenue (#6): (1) Add 2nd northbound left turn lane; (2) Add 2nd southbound left turn lane; and (3) Add 2nd eastbound left turn lane</li> <li>• Euclid Avenue (SR-83) &amp; Edison Avenue (#7): (1) Add 2nd northbound left turn lane; (2) Add 2nd southbound left turn lane; (3) Add 2nd eastbound left turn lane; (4) Add 2nd eastbound through lane; (5) Add 3rd eastbound through lane; (6) Add 2nd westbound left turn lane; and (7) Modify the traffic signal to protect the eastbound and westbound left turns, and implement overlap phasing for the southbound and westbound right turn lanes.</li> <li>• Euclid Avenue (SR-83) &amp; Eucalyptus Avenue (#8): (1) Add 2nd westbound left turn lane; (2) Add westbound right turn lane</li> <li>• Euclid Avenue (SR-83) &amp; Merrill Avenue (#11): (1) Add 3rd northbound through lane; (2) Add eastbound left turn lane; (3) Add 2nd westbound left turn lane; and (4) Modify the traffic signal to implement overlap phasing for the northbound right turn lane</li> <li>• Euclid Avenue (SR-83) &amp; Kimball Avenue (#12): (1) Add 3rd northbound through lane; (2) Add 3rd southbound through lane; (3) Add 2nd westbound left turn lane; (4) Add eastbound right turn lane; (5) Add westbound right turn lane; and (6) Modify the traffic signal to implement overlap phasing for the westbound right turn lane</li> <li>• Euclid Avenue (SR-83) &amp; Pine Avenue (#14): (1) Add 2nd eastbound through lane; (2) Add 2nd northbound left turn lane; (3) Add 2nd southbound left turn lane; (4) Add southbound right turn lane; (5) Add 2nd westbound through lane; and (6) Add westbound right turn lane</li> <li>• Sultana Avenue &amp; Merrill Avenue (#27): (1) Install a stop control on the southbound approach and a southbound shared left-right turn lane; (2) Add an eastbound left turn lane with a minimum of 100-feet of storage; and (3) Add a westbound right turn lane with a minimum of 100-feet of storage.</li> <li>• Bon View Avenue &amp; Eucalyptus Avenue (#28): (1) Install a traffic signal; (2) Add eastbound left turn lane; and (3) Add westbound left turn lane</li> <li>• Bon View Avenue &amp; Merrill Avenue (#29): (1) Install a traffic signal and (2) Add eastbound left turn lane</li> </ul>	

# 1. Executive Summary

**Table 1-3 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<ul style="list-style-type: none"> <li>• Grove Avenue &amp; Edison Avenue (#30): (1) Install a traffic signal; (2) Add northbound left turn lane; (3) Add northbound right turn lane; (4) Add southbound left turn lane; (5) Add eastbound left turn lane; and (6) Add westbound left turn lane</li> <li>• Grove Avenue &amp; Eucalyptus Avenue (#31): (1) Add northbound left turn lane; (2) Add southbound left turn lane; (3) Add eastbound left turn lane; and (4) Add westbound left turn lane</li> <li>• Grove Avenue &amp; Merrill Avenue (#32): Add southbound left turn lane</li> <li>• Walker Avenue &amp; Edison Avenue (#33): (1) Add northbound left turn lane; (2) Add southbound left turn lane; (3) Add eastbound left turn lane; and (4) Add westbound left turn lane</li> <li>• Baker Avenue/Van Vliet Avenue &amp; Merrill Avenue (#35): (1) Add southbound shared left-through-right turn lane; (2) Add eastbound left turn lane; and (3) Install a traffic signal</li> <li>• Vineyard Avenue &amp; Edison Avenue (#36): (1) Add eastbound left turn lane; (2) Add westbound left turn lane; (3) Add northbound left turn lane; (4) Add northbound right turn lane; (5) Add southbound left turn lane; and (6) Install a traffic signal</li> <li>• Vineyard Avenue/Hellman Avenue &amp; Merrill Avenue (#37): (1) Install a traffic signal; (2) Add westbound right turn lane; and (3) Add southbound right turn lane</li> <li>• Hellman Avenue &amp; Edison Avenue (#39): (1) Add eastbound left turn lane; (2) Add westbound left turn lane; (3) Add northbound left turn lane; (4) Add southbound left turn lane; and (5) Install a traffic signal</li> <li>• Archibald Avenue &amp; Ontario Ranch Road (#40): (1) Add 2nd northbound left turn lane; (2) Add 2nd southbound left turn lane; and (3) Modify the traffic signal to implement overlap phasing for the southbound right turn lane</li> <li>• Archibald Avenue &amp; Merrill Avenue (#42): (1) Stripe southbound right turn lane (in place of defacto); (2) Modify the traffic signal to implement overlap phasing for the southbound right turn lane; (3) Add 2nd eastbound left turn lane; and (4) Add eastbound free right turn lane</li> <li>• Archibald Avenue &amp; Limonite Avenue (#43): (1) Add northbound left turn lane; (2) Add 2nd westbound left turn lane; (3) Add 2nd northbound through</li> </ul>	

1. Executive Summary

Table 1-3 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>lane; (4) Add 3rd northbound through lane; (5) Add 2nd southbound through lane; (6) Add 3rd southbound through lane; (7) Add 2nd eastbound left turn lane; (8) Add 2nd eastbound through lane; and (9) Add 2nd westbound through lane; and (10) 2nd westbound right turn lane no longer needed</p> <ul style="list-style-type: none"> <li>• Hamner Avenue &amp; Ontario Ranch Road (#49): (1) Add 3rd westbound through lane; (2) Add eastbound right turn lane; and (3) Modify the traffic signal to implement overlap phasing for the northbound and eastbound right turn lanes.</li> </ul> <p>TRAF-2 Prior to issuance of occupancy permits for buildings that would be accommodated by the Ontario Ranch Business Park Specific Plan, the project applicant shall pay DIF fees to the City of Ontario toward construction of the traffic improvements listed below. The following traffic improvements and facilities are necessary to mitigate impacts of the Ontario Ranch Business Park Specific Plan:</p> <p><b>Opening Year (2022) Cumulative With Project Improvements</b></p> <ul style="list-style-type: none"> <li>• Euclid Avenue (SR-83) &amp; Riverside Drive (#4): (1) Restripe the northbound approach to provide a left turn lane, two through lanes, and one shared through-right turn lane</li> <li>• Grove Avenue &amp; Eucalyptus Avenue (#31): (1) Add 2nd northbound through lane.</li> <li>• Grove Avenue &amp; Merrill Avenue (#32): (1) Add 2nd westbound through lane.</li> <li>• Walker Avenue/Flight Avenue &amp; Merrill Avenue (#34): (1) Add 2nd eastbound through lane and (2) Add 2nd westbound through lane.</li> <li>• Vineyard Avenue/Hellman Avenue &amp; Merrill Avenue (#37): (1) Add southbound through lane and (2) Add 2nd westbound through lane</li> </ul> <p><b>Horizon Year (2040) With Project Improvements</b></p> <ul style="list-style-type: none"> <li>• Euclid Avenue (SR-83) &amp; SR-60 Westbound Ramps (#1): Add 2nd</li> </ul>	

# 1. Executive Summary

**Table 1-3 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>northbound left turn lane</p> <ul style="list-style-type: none"> <li>• Euclid Avenue (SR-83) &amp; SR-60 Eastbound Ramps (#2): (1) Add eastbound right turn lane and (2) Add 2nd left turn lane</li> <li>• Euclid Avenue (SR-83) &amp; Chino Avenue (#5): (1) Add 3rd northbound through lane and (2) Add 3rd southbound through lane</li> <li>• Euclid Avenue (SR-83) &amp; Schaefer Avenue (#6): (1) Add 3rd northbound through lane and (2) Add 3rd southbound through lane</li> <li>• Euclid Avenue (SR-83) &amp; Edison Avenue (#7): (1) Add 3rd northbound through lane; (2) Add 3rd southbound through lane; and (3) Add 2nd westbound through lane</li> <li>• Euclid Avenue (SR-83) &amp; Eucalyptus Avenue (#8): (1) Add 3rd northbound through lane and (2) Add 3rd southbound through lane.</li> <li>• Euclid Avenue (SR-83) &amp; Merrill Avenue (#11): Add 3rd southbound through lane</li> <li>• Sultana Avenue &amp; Merrill Avenue (#27): (1) Install a stop control on the southbound approach and a southbound shared left-right turn lane; (2) Add an eastbound left turn lane with a minimum of 100-feet of storage; and (3) Add a westbound right turn lane with a minimum of 100-feet of storage.</li> <li>• Bon View Avenue &amp; Merrill Avenue (#29): (1) Add 2nd eastbound through lane and (2) Add 2nd westbound through lane</li> <li>• Grove Avenue &amp; Edison Avenue (#30): (1) Add 2nd northbound through lane; (2) Add 2nd southbound through lane; (3) Add 2nd eastbound through lane; (4) Add 3rd eastbound through lane; (5) Add 2nd westbound through lane; and (6) Add 3rd westbound through lane</li> <li>• Grove Avenue &amp; Eucalyptus Avenue (#31): Add 2nd southbound through lane</li> <li>• Grove Avenue &amp; Merrill Avenue (#32): Add 2nd eastbound through lane</li> <li>• Walker Avenue &amp; Edison Avenue (#33): (1) Add 2nd eastbound through lane; (2) Add 3rd eastbound through lane; (3) Add 2nd westbound through lane; and (4) Add 3rd westbound through lane</li> <li>• Baker Avenue/Van Vliet Avenue &amp; Merrill Avenue (#35): Add 2nd westbound through lane</li> <li>• Vineyard Avenue &amp; Edison Avenue (#36): (1) Add 2nd eastbound through</li> </ul>	



## 1. Executive Summary

**Table 1-3 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>lane; (2) Add 3rd eastbound through lane (3) Add 2nd westbound through lane (4) Add 3rd westbound through lane (5) Add northbound through lane (6) Add southbound through lane</p> <ul style="list-style-type: none"> <li>• Carpenter Avenue &amp; Merrill Avenue (#38): (1) Add 2nd eastbound through lane and (2) Add 2nd westbound through lane</li> <li>• Hellman Avenue &amp; Edison Avenue (#39): (1) Add 2nd eastbound through lane; (2) Add 3rd eastbound through lane; (3) Add 2nd westbound through lane; (4) Add 3rd westbound through lane; (5) Add northbound through lane; and (6) Add southbound through lane</li> <li>• Archibald Avenue &amp; Ontario Ranch Road (#40): (1) Add 2nd westbound through lane; (2) Add 3rd northbound through lane; (3) Add 3rd southbound through lane; (4) Add 3rd eastbound through lane; (5) Add 4th eastbound through lane; (6) Add 3rd westbound through lane; and (7) Add 4th westbound through lane</li> <li>• Archibald Avenue &amp; Merrill Avenue (#42): (1) Add 3rd northbound through lane and (2) Add 3rd southbound through lane</li> <li>• Turner Avenue &amp; Ontario Ranch Road (#44): (1) Add 3rd eastbound through lane and (2) Add 3rd westbound through lane</li> <li>• Haven Avenue &amp; Ontario Ranch Road (#46): (1) Add 2nd northbound through lane; (2) Add 2nd southbound through lane; and (3) Add 3rd westbound through lane.</li> </ul>	
<p><b>Impact 5.14-2:</b> The project would not conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, bicycle, and pedestrian facilities.</p>	<p>Less Than Significant</p>	<p>No mitigation measures are required.</p>	<p>Less Than Significant</p>
<p><b>Impact 5.14-3:</b> The proposed project would not reduce total VMT/SP by at least 15 percent compared to the citywide average.</p>	<p>Significant Impact</p>	<p>TRAF-3 Prior to issuance of occupancy permits, the project applicant shall prepare a Transportation Demand Management (TDM) strategy report for review and approval by the City Traffic Engineer. The TDM strategy shall include measures to reduce employee VMT, including but not limited to:</p> <ul style="list-style-type: none"> <li>• <b>Measure 6: Encourage Telecommuting and Alternative Work Schedule.</b> Encouraging telecommuting and alternative work schedules reduces the number of commute trips and therefore VMT traveled by</li> </ul>	<p>Significant and Unavoidable</p>

# 1. Executive Summary

**Table 1-3 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>employees. Alternative work schedules could take the form of staggered starting times, flexible schedules, or compressed work weeks. The effectiveness of this measure is dependent on the ultimate building tenant(s) which are unknown at this time, however, this CAPCOA notes that implementation of this measure could reduce commute VMT by 0.07 – 5.50 percent (Quantifying Greenhouse Gas Mitigation Measures, p. 236).</p> <ul style="list-style-type: none"> <li>• <b>Measure 7: Provide Ride-Sharing Programs. Encourage carpooling and vanpooling.</b> The effectiveness of this measure is dependent on the ultimate building tenant(s) which are unknown at this time, however, CAPCOA notes that implementation of this measure could reduce commute VMT by 1.0 – 15.0 percent (Quantifying Greenhouse Gas Mitigation Measures, p. 227).</li> </ul>	
<p><b>Impact 5.14-4:</b> The project would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).</p>	<p>Less Than Significant</p>	<p>No mitigation measures are required.</p>	<p>Less Than Significant</p>
<p><b>Cumulative Impact</b></p>	<p><b>Significant Impact</b></p>	<p>Mitigation Measures TRAF-1 to TRAF-3 apply.</p>	<p><b>Significant and Unavoidable</b></p>
<p><b>5.15 TRIBAL CULTURAL RESOURCES</b></p>			
<p><b>Impact 5.15-1:</b> Grading activities have the potential to encounter unknown, buried tribal cultural resources.</p>	<p><b>Significant Impact</b></p>	<p>TCR-1 Prior to commencement of any excavation activities, the project developer shall retain a Native American Monitor of Gabrieleño Ancestry to:</p> <ul style="list-style-type: none"> <li>• Conduct a Native American Indian Sensitivity Training for construction personnel. The training session shall include a handout and focus on how to identify Native American resources encountered during earthmoving activities and the procedures followed if resources are discovered, the duties of the Native American Monitor of Gabrieleño Ancestry, and the general steps the Monitor would follow in conducting a salvage investigation.</li> </ul>	<p><b>Significant and Unavoidable</b></p>

## 1. Executive Summary

**Table 1-3 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<ul style="list-style-type: none"> <li>Monitor all project-related, ground-disturbing construction activities (e.g., pavement removal, auguring, boring, grading, excavation, potholing, trenching, and grubbing) of previously undisturbed native soils to a maximum depth of 30 feet below ground surface. At their discretion and expense, a Native American Monitor of Gabrieleño Ancestry can be present during the removal of dairy manure to native soil.</li> </ul>	
<b>Cumulative Impact</b>	Less Than Significant	No mitigation measures are required.	Less Than Significant
<b>5.16 UTILITIES AND SERVICE SYSTEMS</b>			
<b>WASTEWATER TREATMENT AND COLLECTION</b>			
<b>Impact 5.16-1:</b> The proposed project would not result in the relocation or construction of new or expanded wastewater facilities the construction or relocation of which would cause significant environmental effects.	Less Than Significant	No mitigation measures are required.	Less Than Significant
<b>Impact 5.16-2:</b> Project-generated wastewater could be adequately treated by the wastewater service provider for the project.	Less Than Significant	No mitigation measures are required.	Less Than Significant
<b>Cumulative Impact</b>	Less Than Significant	No mitigation measures are required.	Less Than Significant
<b>WATER SUPPLY AND DISTRIBUTION SYSTEMS</b>			
<b>Impact 5.16-3:</b> The proposed project would not result in the relocation or construction of new or expanded water facilities the construction or relocation of which would cause significant environmental effects.	Less Than Significant	No mitigation measures are required.	Less Than Significant
<b>Impact 5.16-4:</b> Available water supplies are sufficient to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years.	Less Than Significant	No mitigation measures are required.	Less Than Significant
<b>Cumulative Impact</b>	Less Than Significant	No mitigation measures are required.	Less Than Significant

# 1. Executive Summary

**Table 1-3 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
<b>STORMWATER</b>			
<b>Impact 5.16-5:</b> The proposed project would not result in the relocation or construction of new or expanded stormwater facilities the construction or relocation of which would cause significant environmental effects.	Less Than Significant	No mitigation measures are required.	Less Than Significant
<b>Cumulative Impact</b>	Less Than Significant	No mitigation measures are required.	Less Than Significant
<b>SOLID WASTE</b>			
<b>Impact 5.16-6:</b> Existing and proposed facilities would be able to accommodate project-generated solid waste and comply with solid waste regulations.	Less Than Significant	No mitigation measures are required.	Less Than Significant
<b>Cumulative Impact</b>	Less Than Significant	No mitigation measures are required.	Less Than Significant
<b>OTHER UTILITIES</b>			
<b>Impact 5.16-7:</b> Existing and/or proposed facilities would be able to accommodate project-generated utility demands.	Less Than Significant	No mitigation measures are required.	Less Than Significant
<b>Cumulative Impact</b>	Less Than Significant	No mitigation measures are required.	Less Than Significant