

CITY OF ONTARIO PLANNING COMMISSION/ HISTORIC PRESERVATION MEETING AGENDA

November 24, 2020

**Ontario City Hall
303 East "B" Street, Ontario, California 91764**

6:30 PM

SPECIAL AND URGENT NOTICE ELIMINATING IN-PERSON PUBLIC PARTICIPATION AT CITY OF ONTARIO PLANNING COMMISSION MEETINGS

In accordance with the Governor's Declarations of Emergency for the State of California (Executive Orders N-25-20 and N-29-20) and the Governor's Stay at Home Order (Executive Order N-33-20), the Ontario Planning Commission Meetings are being conducted via Zoom Conference and there will be no members of the public in attendance at the upcoming meeting of the City of Ontario Planning / Historic Preservation Commission. In place of in-person attendance, members of the public can observe and offer comment at this meeting remotely in the following ways:

**WELCOME to a meeting of the Ontario
Planning/Historic Preservation Commission.**

TO VIEW THE MEETING:

- **VISIT THE CITY'S WEBSITE AT THE FOLLOWING ADDRESS:
www.ontarioca.gov/Agendas/PlanningCommission**
- **THE LINK FOR THE ZOOM MEETING WILL BE LISTED AT THE WEBSITE ADDRESS ABOVE AT LEAST 72 HOURS BEFORE THE MEETING**

TO PROVIDE PUBLIC COMMENT:

1. **PROVIDE PUBLIC TESTIMONY DURING THE MEETING:** Submit your request to speak no later than 4:00 PM the day of the meeting by either (1) emailing your name, telephone number, agenda item you are commenting on, and your comment to planningdirector@ontarioca.gov or (2) by completing the Comment Form on the City's website at: www.ontarioca.gov/Agendas/PlanningCommission.

Comments will be limited to 5 minutes. If a large number of individuals wish to speak on an item, the Planning Commission Chairman may limit the time for individuals wishing to speak to 3 minutes in order to provide an opportunity for more people to be heard. Speakers will be alerted when their time is up, and no further comments will be permitted.

In accordance with State Law, remarks during public comment are to be limited to subjects within the Commission's jurisdiction. Remarks on other agenda items will be limited to those items.

2. **COMMENT BY E-MAIL:** Submit your comments by email no later than 4:00 PM on the day of the meeting by emailing your name, agenda item you are commenting on, and your comment to planningdirector@ontarioca.gov . All comments received by the deadline will be forwarded to the Planning Commission for consideration before action is taken on the matter.
3. **COMMENT BY TELEPHONE:** Submit your comments by telephone no later than 4:00 PM on the day of the meeting by providing your name, agenda item you are commenting on, and your comment by calling (909) 395-2036. All comments received by the deadline will be provided to the Planning Commission for consideration before action is taken on the matter.
4. **COMMENT BY MAIL:** To submit your comments by mail, provide your name, agenda item you are commenting on, and your comment by mailing to Planning Department, Ontario City Hall, 303 East "B" Street, Ontario, CA 91764. Comments by mail must be actually received by the Planning Department no later than 4:00 PM on the day of the meeting. Postmarks are not accepted. All comments received by the deadline will be provided to the Planning Commission for consideration before action is taken on the matter.

LOCATION WHERE DOCUMENTS MAY BE VIEWED: All documents for public review are on file in the Planning Department located at 303 E. B Street, Ontario, CA 91764.

The City of Ontario will gladly accommodate disabled persons wishing to communicate at a public meeting. Should you need any type of special equipment or assistance in order to communicate at a public meeting, please inform the Planning Department at (909) 395-2036, a minimum of 72 hours prior to the scheduled meeting.

ROLL CALL

DeDiemar __ Gage __ Gregorek __ Reyes __ Ricci __ Willoughby __

PLEDGE OF ALLEGIANCE TO THE FLAG

ANNOUNCEMENTS

- 1) Agenda Items
- 2) Commissioner Items

PUBLIC COMMENTS

Citizens wishing to address the Planning/Historic Preservation Commission on any matter that is not on the agenda may do so at this time. Please state your name and address clearly for the record and limit your remarks to five minutes.

Please note that while the Planning/Historic Preservation Commission values your comments, the Commission cannot respond nor take action until such time as the matter may appear on the forthcoming agenda.

CONSENT CALENDAR ITEMS

All matters listed under CONSENT CALENDAR will be enacted by one summary motion in the order listed below. There will be no separate discussion on these items prior to the time the Commission votes on them, unless a member of the Commission or public requests a specific item be removed from the Consent Calendar for a separate vote. In that case, the balance of the items on the Consent Calendar will be voted on in summary motion and then those items removed for separate vote will be heard.

A-01. MINUTES APPROVAL

Planning/Historic Preservation Commission Minutes of October 27, 2020, approved as written.

PUBLIC HEARING ITEMS

For each of the items listed under PUBLIC HEARING ITEMS, the public will be provided an opportunity to speak. After a staff report is provided, the chairperson will open the public hearing. At that time the applicant will be allowed five (5) minutes to make a presentation on the case. Members of the public will then be allowed five (5) minutes each to speak. The Planning/Historic Preservation Commission may ask the speakers questions relative to the case and the testimony provided. The question period will not count against your time limit. After all persons have spoken, the applicant will be allowed three minutes to summarize or rebut any public testimony. The chairperson will then close the public hearing portion of the hearing and deliberate the matter.

PLANNING COMMISSION ITEMS

- B. ENVIRONMENTAL ASSESSMENT, TENTATIVE TRACT MAP, AND DEVELOPMENT PLAN REVIEW FOR FILE NOS. PMTT20-002 AND PDEV20-003:** A Tentative Tract Map (File No. PMTT20-002/TT 20335) to subdivide 7.32 acres of land into one lettered lot for condominium purposes in conjunction with a Development Plan (File No. PDEV20-003) to construct 92 detached single-family dwellings, located at 2862 South Campus Avenue, within the MDR-18 (Medium Density Residential - 11.1 to 18 du/ac) zoning district. Staff has prepared an Addendum to The Ontario Plan (File No. PGPA06-001) EIR (SCH# 2008101140), certified by City Council on January 27, 2010. This application introduces no new significant environmental impacts. The proposed project is located within the Airport Influence Area of Ontario International Airport and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP); (APNs: 1051-531-05 & 1051-531-06) **submitted by MLC Holdings.**

1. CEQA Determination

Motion to Approve/Deny an Addendum to a previous EIR

2. **File No. PMTT20-002** (Tentative Tract Map)

Motion to Approve/Deny

3. **File No. PDEV20-003** (Development Plan)

Motion to Approve/Deny

MATTERS FROM THE PLANNING/HISTORIC PRESERVATION COMMISSION

1) Old Business

- Reports From Subcommittees

- Historic Preservation (Standing): Did not meet this month.

2) New Business

3) Nominations for Special Recognition

DIRECTOR'S REPORT

1) Monthly Activity Report

If you wish to appeal any decision of the Planning/Historic Preservation Commission, you must do so within ten (10) days of the Commission action. Please contact the Planning Department for information regarding the appeal process.


If you challenge any action of the Planning/Historic Preservation Commission in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the Planning/Historic Preservation Commission at, or prior to, the public hearing.



I, Gwen Berendsen, Administrative Assistant, of the City of Ontario, or my designee, hereby certify that a true, accurate copy of the foregoing agenda was posted on **Friday, November 20, 2020**, at least 72 hours prior to the meeting per Government Code Section 54954.2 at 303 East "B" Street, Ontario.



Gwen Berendsen, Secretary Pro Tempore



Rudy Zeledon, Planning Director
Planning/Historic Preservation
Commission Secretary

**CITY OF ONTARIO PLANNING COMMISSION/
HISTORIC PRESERVATION REGULAR MEETING**

MINUTES

October 27, 2020

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**CITY OF ONTARIO PLANNING COMMISSION/
HISTORIC PRESERVATION REGULAR MEETING**

MINUTES

October 27, 2020

REGULAR MEETING: City Hall, 303 East B Street
Called to order by Chairman Willoughby at 6:30 PM

COMMISSIONERS

Present: Chairman Willoughby, Vice-Chairman DeDiemar, Gregorek, Reyes, and Ricci

Absent: Gage

OTHERS PRESENT: Planning Director Zeledon, City Attorney Otto, Principal Planner Mercier, Senior Planner Mejia, Associate Planner Antuna, Assistant Planner Vaughn, Development Administrative Officer Womble, Assistant City Engineer Lee, and Planning Secretary Berendsen

PLEDGE OF ALLEGIANCE TO THE FLAG

The Pledge of Allegiance was led by Commissioner Gregorek.

ANNOUNCEMENTS

Mr. Zeledon stated the Commissioners had in front of them public comments that were received on Items C, D, E, and I – L.

PUBLIC COMMENTS

No one responded from the audience.

CONSENT CALENDAR ITEMS

A-01. MINUTES APPROVAL

Planning/Historic Preservation Commission Minutes of September 22, 2020, approved as written.

It was moved by Gregorek, seconded by Reyes, to approve the Planning Commission Minutes of September 22, 2020, as written. The motion was carried 5 to 0.

PUBLIC HEARING ITEMS

- B. MILLS ACT CONTRACT REVIEW FOR FILE NO. PHP20-012:** A Mills Act Contract for a 2,160 square foot Spanish Colonial Revival style single-family residence, a Contributor within the Euclid Avenue Historic District known as the Dr. G. Ben Henke House, located at 1458 North Euclid Avenue within the LDR-5 (Low Density Residential-2.1 to 5.0 du/ac) and EA (Euclid Avenue Overlay) zoning districts. The Contract is not considered a project pursuant to Section 21065 of the CEQA Guidelines. (APN: 1047-352-14) **submitted by Steven and Sylvia Romero. City Council action is required.**

Associate Planner Antuna, presented the staff report. She stated the criteria that the Dr. Ben Henke House met to qualify for the Mills Contract. She explained the improvements to be done and the estimated property tax reduction. She stated that staff is recommending the Planning Commission recommend approval of File No. PHP20-012, pursuant to the facts and reasons contained in the staff report and attached resolution, and subject to the conditions of approval.

No one responded.

PUBLIC TESTIMONY

No one responded.

As there was no one wishing to speak, Chairman Willoughby closed the public testimony

Mr. Gregorek stated he was glad another contract was being added and that this is an excellent way to preserve the history in the city. He stated the city has been doing this for 23 years and the improvements being completed support this contract.

PLANNING / HISTORIC PRESERVATION COMMISSION ACTION

Acting as the Historic Preservation Commission, it was moved by Gregorek, seconded by DeDiemar, to adopt a resolution recommending approval of the Mills Act Contract, File No. PHP20-012, subject to conditions of approval. Roll call vote: AYES, DeDiemar, Gregorek, Reyes, Ricci and Willoughby; NOES, none; RECUSE, none; ABSENT, Gage. The motion was carried 5 to 0.

- C. ENVIRONMENTAL ASSESSMENT, GENERAL PLAN AMENDMENT, AND SPECIFIC PLAN AMENDMENT FOR FILE NOS. PGPA19-008 AND PSPA19-011:** A General Plan Amendment (File No. PGPA19-008) to modify the Policy Plan (General Plan) Land Use Plan (Exhibit LU-01) component of The Ontario Plan, changing the land use designation on 10.49 acres of land, from School to Low-Medium Density Residential, in conjunction with modification of the Future Buildout Table (Exhibit LU-03) to be consistent with the proposed land use designation change, and an Amendment to The Avenue Specific Plan (File No. PSPA19-011), changing the land use designation on the project site, from School to Low-Medium Density Residential, generally located at the northeast corner of La Avenida Drive and Manitoba Place. Staff has prepared an Addendum to The Ontario Plan (File No. PGPA06-001) Environmental Impact Report (SCH# 2008101140), certified by the City Council on January 27, 2010. This application introduces no new significant environmental impacts. The proposed project is located

within the Airport Influence Area of Ontario International Airport and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP); (APN: 0218-652-27) **submitted by Ontario Schaefer Holdings, LLC. City Council action is required. This item was continued from the September 22, 2020 Planning Commission meeting.**

- D. ENVIRONMENTAL ASSESSMENT AND TENTATIVE TRACT MAP REVIEW FOR FILE NO. PMTT19-015 (TM 20298):** A Tentative Tract Map to subdivide 10.49 acres of land into 106 numbered lots and 19 lettered lots, located at the northeast corner of La Avenida Drive and Manitoba Place, within the proposed Low-Medium Density land use district of The Avenue Specific Plan. Staff has prepared an Addendum to The Ontario Plan (File No. PGPA06-001) EIR (SCH# 2008101140) certified by City Council on January 27, 2010. This application introduces no new significant environmental impacts, and all previously-adopted mitigation measures are a condition of project approval. The proposed project is located within the Airport Influence Area of Ontario International Airport and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP); (APN: 0218-652-27) **submitted by Ontario Schaefer Holdings, LLC.**
- E. ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT AGREEMENT REVIEW FOR FILE NO. PDA20-001:** A Development Agreement (File No. PDA20-001) between the City of Ontario and Ontario Schaefer Holdings, LLC, to establish the terms and conditions for the development of Tentative Tract Map 20298 (File No. PMTT19-015), a 10.49 acre property located at the northeast corner of La Avenida Drive and Manitoba Place, within the proposed Low-Medium Density Residential land use district of The Avenue Specific Plan. Staff has prepared an Addendum to The Ontario Plan (File No. PGPA06-001) EIR (SCH# 2008101140) certified by City Council on January 27, 2010. This application introduces no new significant environmental impacts, and all previously adopted mitigation measures are a condition of project approval. The proposed project is located within the Airport Influence Area of Ontario International Airport and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP); (APN: 0218-652-27). **Submitted by Ontario Schaefer Holdings, LLC. City Council action is required.**

Assistant Planner Vaughn, presented the staff report. She described the location and the surrounding area and explained that the Mountain View School District sent a letter to the property owner stating they no longer wanted this land for a middle school. She described the proposed the land use change and the changes within the Specific Plan and the buildout table. She explained the decision of the district was based on the enrollment projections. She described the conceptual site plan and plotting and the conceptual park and landscape plan as required by the specific plan. She described the Development Agreement key points and the initial terms. She explained the public comments received and addressed the issues. She stated that staff is recommending the Planning Commission recommend for approval File Nos. PGPA19-008, PSPA19-011, and PDA20-001, and approve File No. PMTT19-015, pursuant to the facts and reasons contained in the staff report and attached resolutions, and subject to the conditions of approval.

Mr. Reyes wanted to clarify that the school district was not the owner of the land, but a private developer.

Mr. Zeledon stated that is correct.

Mr. Reyes wanted to know if a new EIR and traffic study were revised and updated to reflect the housing instead of school.

Mr. Zeledon stated the TOP EIR was looked at and an Addendum was done and there was a trip generation study done based on the 106 homes and determined the traffic impacts would be less than significant, which means the existing streets in the area could accommodate the change.

Mr. Reyes wanted to know if the city talked to the district to see if we needed future middle school for the south Ontario area and wanted to confirm that this change knocks out a middle school, not an elementary school and if we have comments from the school district that they have other sites for a middle school in the area.

Mr. Zeledon stated that when we got the letter from the school district stating that they no longer wanted to pursue the site, the city manager's office met with the district, because we wanted to make sure the schools were there and ready to go when the homes were built. He stated there was a lot of discussion and the district did a study and based on the 2035 build out, the study determined they would only need 2 more elementary and 1 middle school. He stated that when the city entered into an agreement with NMC Builders, who developed most of the infrastructure on the east side of Ontario Ranch, we were told that we would get 5 elementary and 2 middle schools, and with the removal of this site, there is still another future middle school site at the SW corner of Haven and Eucalyptus.

Mr. Reyes wanted to clarify if that site was existing or future.

Mr. Zeledon stated it was future and the property is owned by Lewis, and they are working with the district on that.

Ms. DeDiemar wanted to know the distance to the existing middle school from the current track of homeowners and if it was within walking distance.

Mr. Zeledon stated is about a ¼ mile away.

Ms. DeDiemar wanted to know the enrollment of that current middle school versus the capacity.

Mr. Zeledon stated he didn't have that information.

Ms. DeDiemar wanted to know the distance from the future middle school to the current homes.

Mr. Zeledon stated that the existing school is located more on the south side so it would accommodate more of the north, east and west of the Ontario Ranch area. He stated that Grace Oakley would service that whole area and that they had restructured to 6, 7 and 8th grades, to accommodate more students, which is another reason they won't need this future middle school.

Ms. DeDiemar wanted to clarify that Grace Oakley is not at capacity.

Mr. Zeledon stated that is correct.

Ms. DeDiemar wanted to know if mello-rues are funding the school district and how they impact the city.

Mr. Zeledon stated that the city's mello-rues are called CFD which go towards fire, police, and infrastructure, which includes neighborhood edges, streets and streetlights, but don't fund school districts, however property taxes include bond measures to cover schools and several districts.

Ms. DeDiemar wanted to know if any bonds have been proposed or passed that the current homeowners are now paying.

Mr. Zeledon stated none that he is aware of.

Mr. Willoughby wanted to clarify there are 3 elementary schools currently.

Ms. Vaughn stated that is correct.

Mr. Willoughby wanted to clarify there is one middle school currently.

Mr. Zeledon stated that is correct.

Mr. Willoughby wanted to clarify we have one elementary under construction currently.

Mr. Zeledon stated that is correct.

Mr. Willoughby wanted to clarify we don't have a middle school under construction at this time.

Mr. Zeledon stated that is correct.

Mr. Willoughby two potential sites for middle schools but only need one more.

Mr. Zeledon stated that is correct.

Mr. Willoughby wanted to clarify that the future site for the middle school is at Haven and Eucalyptus.

Mr. Zeledon stated that is correct it is just south of the new Stater Bros. shopping center.

Mr. Willoughby wanted to know where does the Mountain View School District end and Ontario-Montclair School District start.

Mr. Zeledon stated that from Hamner to Vineyard and from the Airport to Bellgrave, is the Mountain View School District and north is Ontario-Montclair and south is Chino Unified School District.

Mr. Willoughby wanted to clarify that Chino Unified School District takes in part of Ontario Ranch.

Mr. Zeledon stated that is correct.

PUBLIC TESTIMONY

Jason Lee with Ontario Schaefer Holdings, appeared and thanked staff for a thorough presentation of the project and clarified that they are the owner of the property and it was never deeded to the district. Mr. Lee gave a little history on the site and how it was part of the mitigation agreement and the development for the area and how they reserved the site for the school district, had graded it for the school and when it came up for them to purchase, per the number of units that had been built, they approached the district to take acquisition of the property. He stated that the district ran studies and two years went by and the district decided they weren't going to take it, as they reassessed their numbers and no longer felt they would need the additional middle school. Mr. Lee stated this mitigation agreement was made in the early 2000 and anticipated the numbers before most of Ontario Ranch was built and over time, they adjusted those to what they were seeing and no longer needed the site. He stated a traffic study was done for this site, analyzed it with 110 homes and the elementary school site and it generated less traffic than the middle school was proposing. He stated that the middle school they do want to pursue is in Subarea 29 and part of that mitigation agreement. He explained that the mitigation agreement makes the developer set the property aside in their planning and then the school district can acquire the site property when they need it. He stated the school district did change their enrollment to 6 – 8 grades and with the existing capacity they are currently under enrolled and don't project they will need another site any time soon. Mr. Lee explained that with the proposed project they were trying to make it fit within the existing communities, by making it different but consistent with what is out there. He stated these will be for sale single family lots, with most of them having full driveways, with the ally private lanes and no parking within the alley ways.

Mr. Reyes wanted to know how long ago the district stated they didn't need the land.

Mr. Lee stated they let them know unofficially in an email in 2017 and that is when they approached staff and then in 2019 they requested a formal letter from the school district and then council met with the district and a couple years went by to get it to this point.

Mr. Ricci received comments from the residents stating they pay mello-rues for the school, and were led to believe that a school would be there.

Mr. Lee stated that the CFD bonds are for the fire, police and infrastructure and that there are tax rolls which are additional taxes that go to MVSD and that is for all property owners, which goes to constructing the schools and they sell those bonds in pieces. He stated there is a tie to future schools through the bond sales and developer fees, but it goes to the school district.

Mr. Ricci wanted to try to clarify if there is a promise that was made to these residents that is not being kept, specifically to have a school and now it's not going there. He wanted to know if the school site was this a selling point to these residents, with the idea to have their family raised next to the school.

Mr. Lee stated that we weren't part of those home sales or development, and that it was designated to be a middle school, so he would imagine the homeowners were most likely told

there would be a school there. He stated he wished it still would be a school, as it has cost them a lot of money to change things, once the district made it clear they were not going to be purchase the land.

Mr. Willoughby wanted to know the number of units that would trigger the building of the school site.

Mr. Lee stated that it was 1500 permits within the specific plan.

Mr. Willoughby wanted to clarify that when that number was met was when they reached out to the school district to start the process for the school site.

Mr. Lee stated that is correct, they did everything within their mitigation agreement and asked the school district to start the process, which includes studies, appraisal of the land, and acquisitions from the State and then waited two years before the school district got back to them and declined the site, stating they didn't see a need for it.

Mr. Willoughby wanted to clarify the school sites are done from a state level not the city or county level.

Mr. Lee stated that is correct they have to meet certain State requirements, do studies and show there is a need for the schools.

Mr. Willoughby wanted to clarify that all the new homes in the Ontario Ranch area that fall into that district, that all of those taxes are going to the MVSD to fund not a particular site, but any of the school sites needed for that district.

Mr. Lee stated that is correct, that they don't start to draw on those bond taxes until they need those funds and they do it in phases as they need have the need for the schools. He stated if the homeowners look at their tax report it will show what bond number they are drawing for and the district has to show justification for those funds.

Mr. Willoughby stated that when he has looked at new homes the developer shows proposed schools on a map.

Mr. Lee stated no, that we negotiated the mitigation agreement with the district before Ontario Ranch was developed and worked with city staff and the district to figure out how many sites were needed and where each site would go, then as each developer approved their specific plan, they knew the school was part of the specific plan and would hold and grate the reserved site designated for the school, with the idea that the district would purchase it when they were ready to move forward with the site.

Mr. Willoughby wanted to clarify that when you start or are building and they are showing proposed sites, this is not coming from the developer, but from direction from the city and school district.

Mr. Lee stated the school district gave their guidance and the city manages this, and it is important for the developer to know ahead of time where the sites will be. He stated the district

has very specific requirements based on infrastructure, how far they can be from power lines and natural gas lines, and what roads they want to be on and they use all that with the city's master plan, to decide where the site will be.

Mr. Reyes wanted to know if they have had any update with the district since they received the letter in 2017.

Mr. Lee stated that it was 2017 when they received an informal email and then in 2019 when we got the formal letter from the district, and during that time they had tried to give the district different options to not trigger the process to purchase and give them more time if they thought they would need the site. He stated it was in 2019 after the formal letter was received, when staff and the city manager stepped in and that has brought us to this point.

Ms. Cathy Gregorek who worked for Mountain View School District for 30 years and recently retired, stated she wanted to clarify that Grace Oakley is now a Jr. High School. She stated the Park Place community wanted the proposed elementary to be built, and Park Place was the first elementary slated to be built, but you have to have the kids before you build, but all 3 elementary schools were not at capacity, so they moved the 6th grade from the middle school sites to the elementary site, and changed their concept to a Jr. High concept with just 7th and 8th grades. She stated this change filled the elementary sites and triggered Park Place elementary to be built, which eliminates the need for an additional middle school as Grace Oakley has tons of room now as they have moved 1/3 of their school enrollment to the elementary site.

As there was no one else wishing to speak, Chairman Willoughby closed the public testimony

Mr. Reyes stated he had some general comments, and wanted someone from the district to be here, stated his concerns with getting rid of a school site, is there ever the chance to recoup it. He stated it would have been good to hear from district to know how that will impact schools in the future, and the comments received were from younger families who moved to the area with the idea that a school would go here. He stated we needed to look at the positives with the product and it's a great product and nice lots and affordable housing to attract young families. He stated this is a tough decision.

Mr. Ricci agrees with Mr. Reyes that this is a tough decision and thanked Cathy for clarifying and wished a district representative would have been here. He stated typically we would like to look at the demographics of the area, so we could consider this, but are we at the mercy of the school because they don't want to build and we need to put something there and this is a great product, a good trade and a good fit.

Ms. DeDiemar stated she feels like the district is the villain in this and is not present and the Commission is having to make the decision. She stated the developer has given a lot of thought into the proposed product from the design to the parking and unfortunately the commission will have to take the fall for the school district.

Mr. Willoughby stated that recently he purchased a new homes and had looked at new tracts and developments and realizes that the potential buyer sees on a plot map new schools, but these are planned 10 – 15 years in advance and things can change, as we have certainly experienced this past year. He stated that hearing from Mr. Lee and the letter received and the clarity Ms. Gregorek gave, and that they are still reserving a piece for an elementary site for the future, and

when you consider the developer has gone above and beyond, and the Mountain View School District may be the villain, but we need to look at the big picture and make a decision with what we have in front of us.

PLANNING COMMISSION ACTION

It was moved by Reyes, seconded by DeDiemar, to recommend adoption of resolution approving the Addendum, the General Plan Amendment, File No. PGPA19-008, the Specific Plan Amendment, File No. PSPA19-011, and the Development Agreement, File No. PDA20-001. Roll call vote: AYES, DeDiemar, Reyes, Ricci and Willoughby; NOES, none; RECUSE, Gregorek; ABSENT, Gage. The motion was carried 4 to 0.

It was moved by Ricci, seconded by Reyes, to adopt a resolution to approve the Tentative Tract Map, File No., PMTT19-015 (TM 20298), subject to conditions of approval. Roll call vote: AYES, DeDiemar, Reyes, Ricci and Willoughby; NOES, none; RECUSE, Gregorek; ABSENT, Gage. The motion was carried 4 to 0.

F. ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT AGREEMENT REVIEW FOR FILE NO. PDA19-001:

A Development Agreement (File No. PDA19-001) between the City of Ontario and Euclid Land Venture, LLC, to establish the terms and conditions for the development of Tentative Parcel Map 20016 (File No. PMTT18-011), a 85.6 acre property located at the northeast corner of Merrill Avenue and Euclid Avenue, within the Industrial and Business Park land use districts of the Ontario Ranch Business Park Specific Plan. The environmental impacts of this project were previously reviewed in conjunction with the Ontario Ranch Business Park Specific Plan, for which an Environmental Impact Report (SCH# 2019050018) was certified by the City Council on September 15, 2020. This application introduces no new significant environmental impacts. The proposed project is located within the Airport Influence Area of Ontario International Airport and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP). The project site is also located within the Airport Influence area of Chino Airport and is consistent with policies and criteria set forth within the 2011 California Airport Land Use Planning Handbook published by the California Department of Transportation, Division of Aeronautics; (APNs: 1054-011-01, 1054-011-02, 1054-011-04; 1054-021-01, 1054-021-02; 1054-271-01, 1054-271-02, 1054-271-03, 1054-281-01, 1054-281-02, and 1054-281-03) submitted by Euclid Land Venture, LLC. City Council action is required.

G. ENVIRONMENTAL ASSESSMENT, TENTATIVE PARCEL MAP, AND DEVELOPMENT PLAN REVIEW FOR FILE NOS. PMTT18-011 (TPM 20016)

AND PDEV18-036: A Parcel Map (File No. PMTT18-011, TPM20016) to subdivide 85.6 acres of land into eight parcels to facilitate a Development Plan (File No. PDEV18-036) to construct three Industrial buildings totaling 1,447,123 square feet and five Business Park buildings totaling 105,624 square feet, located at the northeast corner of Merrill and Euclid Avenues, within the Industrial and Business Park land use districts of the Ontario Ranch Business Park Specific Plan. The environmental impacts of this project were previously reviewed in conjunction with the Ontario Ranch Business Park Specific Plan, for which an Environmental Impact Report (SCH# 2019050018) was

certified by the City Council on September 15, 2020. This application introduces no new significant environmental impacts. The proposed project is located within the Airport Influence Area of Ontario International Airport and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP). The project site is also located within the Airport Influence area of Chino Airport and is consistent with policies and criteria set forth within the 2011 California Airport Land Use Planning Handbook published by the California Department of Transportation, Division of Aeronautics; (APNs: 1054-011-01, 1054-011-02, 1054-011-04; 1054-021-01, 1054-021-02; 1054-271-01, 1054-271-02, 1054-271-03, 1054-281-01, 1054-281-02, and 1054-281-03) **submitted by Euclid Land Venture, LLC.**

Assistant Planner Vaughn, presented the staff report. She described the location and the surrounding area and the proposed tentative parcel map. She explained the business park buildings and the industrial building and the size and total business park square footage will be updated. She described the ingress and egress and the land uses parking requirements, the typical elevations and design theme, landscape plan, and signage. She described the Development Agreement key points and terms. She addressed the public comment received. She stated that staff is recommending the Planning Commission recommend approval of File No. PDA19-001 and approve File Nos. PMTT18-011 and PDEV18-036, pursuant to the facts and reasons contained in the staff report and attached resolutions, and subject to the conditions of approval.

Mr. Reyes wanted to clarify that as part of this development they will have to build the median along Euclid.

Mr. Zeledon stated yes, they will have to build a portion of it along the street frontage.

Mr. Reyes wanted to know if the entry monuments are those city logo or business signs.

Mr. Zeledon stated these will be City of Ontario signs.

Mr. Reyes wanted to know if there will be one in the median as well as on the corner.

Mr. Zeledon stated that the one at Merrill and Euclid will be a secondary sign and the one in the median at Edison will be a primary gateway monumentation sign, like the one on Archibald, with the river rock, glass Craftsman looking sign.

Mr. Reyes wanted to clarify that the large buildings south along Euclid, we have a flight path that goes over Merrill and the site that regulates the development.

Mr. Zeledon stated that is correct.

Mr. Reyes wanted to clarify that we couldn't do smaller buildings.

Mr. Zeledon stated yes that smaller buildings brings a higher concentration of people and with this backing on Merrill and to the south with the airport and the industrial from Chino we were ok with the size, because of the proximity to the airport, and he noted the tremendous job on architectural style and if you look at the project on Hellman it is the same design.

Mr. Reyes wanted to clarify that the median landscape preserves the historical landscape with the

tree palette or planting scheme or something to remind us what is up ahead and how does this lead up to the historical portion, as we don't want to take away from the historical but compliment with the same roses or trees.

Mr. Zeledon stated that Euclid Ave. north of the 60 freeway to Foothill is on the Historic National Registry and we don't want to replicate it, but compliment what is there, so when we did do the streetscape master plan we still have some of the same trees and also more drought tolerant grasses, but has the same design and layout.

Ms. Richardson, senior landscape planner, stated this is the approved streetscape masterplan and it will have peppers in the median, with the grevilleas in the parkways to be consistent with what is north of the 60 freeway, but we want to be sensitive to the historical portion, so this portion may not have the same grasses or roses. She stated this will be going to council again as this is currently in draft form, but this would be approved as shown.

Mr. Reyes stated that this is the first section being developed and this will set the tone for everything north of this to riverside and we need work with developer to set the right tone and he understands we have to minimize lawns, to be drought tolerant.

Mr. Zeledon stated we also have to work with the City of Chino on their portion of the median and they have been on board with our streetscape masterplan and we don't see any issues. He agreed that we do want there to be a sense of arrival here as people enter the city. He stated Euclid is one of the most beautiful streets around.

Mr. Willoughby stated he was concerned about Chino, as half the median will be theirs and is glad to hear there have been in talks and that they are on board with the streetscape.

Mr. Gregorek wanted to know if this development will trigger the median being done in front of the project.

Mr. Zeledon stated yes.

Mr. Gregorek wanted to know if Chino is waiting for us to start development and if they been collecting money for their portion.

Mr. Lee, Assistant City Engineer, stated they have been in constant communication with the City of Chino and they have been collecting development impact fees for the median and infrastructure.

Mr. Gregorek wanted to know if they have been waiting on our development to get started.

Mr. Lee stated no, they haven't generated enough money to build the infrastructure as that the cost is substantial and they will have to wait for substantial development to come.

Mr. Gregorek wanted to clarify that as the development comes sections of the median will be done.

Mr. Lee stated this project will pave the way for future development along Euclid and Merrill, as it will bring major infrastructure including water, sewer, and storm drain.

Mr. Reyes wanted to clarify that the City of Chino is building the parkway on the other side, not half the median.

Mr. Zeledon stated half of the median is the City of Chino.

Mr. Reyes wanted to clarify that they will follow our plan.

Mr. Zeledon stated yes.

PUBLIC TESTIMONY

Mr. Bill Goltermann, the applicant, thanked staff and stated this is the key for infrastructure for the Ontario Ranch area and that they support staff recommendations.

Mr. Reyes wanted to clarify that the landscaping and monument sign will be developed as part of the project.

Mr. Goltermann stated that is correct.

As there was no one else wishing to speak, Chairman Willoughby closed the public testimony

Mr. Gregorek stated he is glad we are starting to get the development in this area and once we get this going things can get developed start moving stuff to the east, which would bring more tax revenue to the city and he is in support of this project.

PLANNING COMMISSION ACTION

It was moved by Gregorek, seconded by Ricci, to recommend adoption of a resolution to approve the Development Agreement, File No., PDA19-001, subject to conditions of approval. Roll call vote: AYES, DeDiemar, Gregorek, Reyes, Ricci and Willoughby; NOES, none; RECUSE, none; ABSENT, Gage. The motion was carried 5 to 0.

It was moved by DeDiemar, seconded by Reyes, to adopt a resolution to approve the Tentative Parcel Map, File No., PMTT18-011 (TPM 20016), and the Development Plan, File No. PDEV18-036, subject to conditions of approval. Roll call vote: AYES, DeDiemar, Gregorek, Reyes, Ricci and Willoughby; NOES, none; RECUSE, none; ABSENT, Gage. The motion was carried 5 to 0.

- H. **ENVIRONMENTAL ASSESSMENT, TENTATIVE PARCEL MAP AND DEVELOPMENT PLAN REVIEW FOR FILE NO(S). PMTT20-001 AND PDEV20-001:** A Tentative Parcel Map (File No. PMTT20-001/TPM 20187) to subdivide 15.74 acres of land into 4 numbered parcels in conjunction with a Development Plan (File No. PDEV20-001) to construct 4 industrial buildings totaling 355,254 square feet located on the southeast corner of Grove Avenue and Francis Street within the Business Park land use designation of the Grove Avenue Specific Plan. The environmental impacts of this project were previously analyzed with The Ontario Plan (File No. PGPA06-001) Environmental Impact Report (SCH# 2008101140) that was certified by the City Council on January 27,

2010. This application introduces no new significant environmental impacts, and all previously adopted mitigation measures are a condition of project approval. The proposed project is located within the Airport Influence Area of Ontario International Airport and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP). (APNs: 113-451-14 & 113-451-27) **submitted by EBS Realty Partners, LLC.**

Senior Planner Mejia, presented the staff report. She described the location and surrounding area, the proposed parcel map and the industrial buildings proposed. She described the phasing proposed for the project, to allow for the existing tenant to complete their lease. She described the parking, landscape, access points and elevations with the architectural design. She stated that staff is recommending the Planning Commission approve File Nos. PMTT20-001 and PDEV20-001, pursuant to the facts and reasons contained in the staff report and attached resolutions, and subject to the conditions of approval.

Mr. Reyes wanted to clarify that Francis Street is a designated truck route and Grove is as well.

Mr. Zeledon stated from Grove to 60 Freeway is a designated truck route and Francis is not a designated truck route but allows for truck traffic to the warehouses there.

Mr. Reyes wanted to know if the existing trees were taken into consideration in the tree plan.

Ms. Mejia stated a COA in the landscape portion states they either have to replace the lost trees or pay mitigation fees.

PUBLIC TESTIMONY

Michael McKenna, with EBS Realty Partners, stated he was glad to be here and this is his second project and thanked the staff and stated Ontario is a great city to work with. He stated yes that Grove north in front of the site, is a truck route and for 350 feet in front of the project the concrete will be PCC, poured in place concrete, according to the COAs, but not along the frontage on Francis. He addressed the trees and stated an arborist report was done and they went over it with Jamie Richardson and everything has been addressed. He stated they are providing the type of project and the type of elevations with the architectural features that the commission likes to see in the city.

Mr. Willoughby wanted to clarify that buildings 1, 2, and 3 would be in the first phase.

Mr. McKenna stated yes.

Mr. Willoughby wanted to know if there is a time frame for phase two.

Mr. McKenna stated no time has been set, that when the lease is up at the end of 2021, it will depend on the tenants desires, as the tenant is a long time company within the city, but the applicant will be ready to start with Phase 1 within 3 to 4 months,

As there was no one else wishing to speak, Chairman Willoughby closed the public testimony

Mr. Reyes stated Grove is always a street that is a route to the Ontario International airport and anything we do on Grove, like the Starbucks we just did that turned out very nice, we need to keep in mind whatever product we build along Grove needs to have a good and high quality architecture and high quality landscape architecture and want to make sure it provides screening and shade for the parking lot and some sort of landscaping theme. He wanted to encourage the applicant to work with staff to get the right trees along there.

Mr. Zeledon wanted to clarify the PCC pavement along Francis within the COAs is correct as that was brought up by the applicant.

Mr. Lee, Assistant City Engineer, stated there was an oversight on the Engineering COAs, that normally they require PCC pavement on the arrival frontage because of the stopping and going, which is Grove, so the PCC concrete shouldn't be required on Francis, as this is the departing side but should be on Grove. He stated it should be removed from the COAs for the Francis frontage (Page 42 of 94).

Mr. Willoughby wanted to clarify that the PCC pavement would be on the frontage on Grove, but not on Francis.

Mr. Zeledon stated that is correct.

Mr. Reyes wanted to clarify Francis is a truck route.

Mr. Lee stated yes, it is a truck route but the reason we don't require it on Francis is because they are departing so there isn't any stopping.

PLANNING COMMISSION ACTION

It was moved by Ricci, seconded by Reyes, to adopt a resolution to approve the Tentative Parcel Map (TPM 20187), File No., PMTT20-001, and the Development Plan, File No. PDEV20-001, subject to conditions of approval, including the Engineering revisions. Roll call vote: AYES, DeDiemar, Gregorek, Reyes, Ricci and Willoughby; NOES, none; RECUSE, none; ABSENT, Gage. The motion was carried 5 to 0.

I. ENVIRONMENTAL ASSESSMENT, GENERAL PLAN AMENDMENT, SPECIFIC PLAN AMENDMENT AND ZONE CHANGE REVIEW FOR FILE NOS. PGPA19-007, PSPA19-010 AND PZC19-002 :

A request for the following entitlements: 1) A General Plan Amendment (File No. PGPA19-007) to modify the Policy Plan (General Plan) Land Use Plan (Exhibit LU-01) component of The Ontario Plan, changing the land use designation of approximately 41 acres of land from Mixed-Use (Hamner/SR-60 Area 12) to 7.6 acres of General Commercial and 33.75 acres of Industrial; 3) Modify the Future Buildout Table (Exhibit LU-03) to be consistent with the land use designation changes; and 3) Repeal of the Tuscana Village Specific Plan (File No. PSPA19-010); and 4) A zone change (File No. PZC19-002) from LDR-5 (Low Density Residential), Community Commercial and Specific Plan to 33.75 acres of Light Industrial and 7.6 acres of Community Commercial. The project site is located on the northwest corner of Riverside Drive and Milliken Avenue. Staff has prepared an Addendum to The Ontario Plan (File No. PGPA06-001) EIR (SCH# 2008101140)

certified by City Council on January 27, 2010. This application introduces no new significant environmental impacts, and all previously-adopted mitigation measures are a condition of project approval. The proposed project is located within the Airport Influence Area of Ontario International Airport, and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP); (APNs: 1083-361-01, 1083-361-04 & 1083-361-07) **submitted by Toscana Square, LLC c/o Orbis Real Estate Partners. City Council action is required.**

- J. ENVIRONMENTAL ASSESSMENT, TENTATIVE PARCEL MAP AND DEVELOPMENT PLAN REVIEW FOR FILE NOS. PMTT19-018 AND PDEV19-059:** A Tentative Parcel Map (File No. PMTT19-018/TPM 20177) to subdivide approximately 20 acres of land into 7 numbered parcels in conjunction with a Development Plan (File No. PDEV19-059) to construct 3 industrial buildings totaling 295,991 square feet located on the northwest corner of Riverside Drive and Milliken Avenue within the proposed Community Commercial and Light Industrial zoning districts. Staff has prepared an Addendum to The Ontario Plan (File No. PGPA06-001) EIR (SCH# 2008101140) certified by City Council on January 27, 2010. This application introduces no new significant environmental impacts, and all previously adopted mitigation measures are a condition of project approval. The proposed project is located within the Airport Influence Area of Ontario International Airport, and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP); (APN: 1083-361-01) **submitted by Toscana Square, LLC c/o Orbis Real Estate Partners.**
- K. ENVIRONMENTAL ASSESSMENT, DEVELOPMENT PLAN REVIEW AND CONDITIONAL USE PERMIT FOR FILE NOS. PDEV20-012 AND PCUP20-009:** A Development Plan (File No. PDEV20-012) to construct a 3,062 square foot convenience store (7-Eleven), an ancillary drive-thru car wash and fueling station in conjunction with a Conditional Use Permit (File No. PCUP20-009) to establish alcoholic beverage sales for a Type 20 ABC license (Off-Sale Beer and Wine) on 1.25 acres of land, located on the northwest corner of Riverside Drive and Milliken Avenue within the proposed Community Commercial zoning district. Staff has prepared an Addendum to The Ontario Plan (File No. PGPA06-001) EIR (SCH# 2008101140) certified by City Council on January 27, 2010. This application introduces no new significant environmental impacts, and all previously-adopted mitigation measures are a condition of project approval. The proposed project is located within the Airport Influence Area of Ontario International Airport, and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP); (APN: 1083-361-01) **submitted by Toscana Square, LLC c/o Orbis Real Estate Partners.**
- L. ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT PLAN REVIEW FOR FILE NO. PDEV20-013:** A Development Plan (File No. PDEV20-013) to construct a 2,490 square foot commercial building for a fast food restaurant (Starbucks) with a drive-thru facility on 1.21 acres of land, located on the northwest corner of Riverside Drive and Milliken Avenue within the proposed Community Commercial zoning district. Staff has prepared an Addendum to The Ontario Plan (File No. PGPA06-001) EIR (SCH# 2008101140) certified by City Council on January 27, 2010. This

application introduces no new significant environmental impacts, and all previously-adopted mitigation measures are a condition of project approval. The proposed project is located within the Airport Influence Area of Ontario International Airport, and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP); (APN: 1083-361-01) **submitted by submitted by Toscana Square, LLC c/o Orbis Real Estate Partners.**

Senior planner Mejia presented the staff report. She described the location and the surrounding area. She explained the General Plan Amendment and what was being changed, the Specific Plan that was being rescinded and the proposed zone change, to accommodate for the proposed parcel map and development plans. She described the community meeting and addressed the concerns raised. She described the proposed street improvements as part of the projects and the elevations including entrances, circulation, architectural designs, landscaping, and pedestrian connectivity. She stated that staff is recommending the Planning Commission recommend for approval the Addendum to the TOP EIR and File Nos. PGPA19-007, PSPA19-010, and PZC19-002, and approve File Nos. PMTT19-018, PDEV19-059, PDEV20-012, PDEV20-013, and PCUP20-009, pursuant to the facts and reasons contained in the staff report and attached resolutions, and subject to the conditions of approval.

Mr. Reyes wanted to clarify that the site was originally three zones.

Ms. Mejia stated that is correct.

Mr. Reyes wanted to clarify that this would be changing it to light industrial and some community retail along Milliken and wanted to know if there had been any discussion to wrap the commercial along Riverside Ave. to "A" Street.

Mr. Zeledon stated yes there was discussion and an economic feasibility study was completed and looking at the winery property to the north and the corner property for a couple reasons average daily trips a lot is pass-through traffic, which drive-thrus and sit down uses the value is higher for those uses, and if you look at the development in Eastvale across the street the retail in the rear corner is still vacant, because the heavily travelled area which is Milliken did wrap it about 200 feet back and the connectivity from the residential through the improvement of the parkways and up to the winery and to the west of the development.

Mr. Reyes wanted to clarify that truck traffic is not allowed to go west on Riverside Drive.

Ms. Mejia stated that is correct.

Mr. Reyes wanted to know if "A" Street is exiting onto Riverside Dr., how will we control trucks from going west bound on Riverside Dr. and how do we regulate that. He stated when the project to the south was approved, we had asked Ontario PD to look at the area and he wanted to know if that was looked at it and if a study was done.

Mr. Zeledon stated yes, PD has been out and at first did courtesy warnings and then began ticketing, but one of the issues right now is with the 60 freeway improvements from Euclid to the 15 Freeway and trucks looking for alternate route through the city and Haven Ave. is closed south of Riverside they are running through. He stated that trucks will probably go west from the site, even though it's not allowed, but most likely they will go down Hamner to the 15 because it

is easier to get to the 15 Freeway than going all the way over to Haven. He stated PD has been vigilant but he wanted to make clear intersection at Riverside and "A" street will allow them to come in and out but not go west bound, and PD will continue to be vigilant about this.

Mr. Reyes wanted to know the distance from the proposed 7-11 to the high school and required distance from a school site to be able to sell beer and wine, and electronic cigarettes, as this was addressed in one of the public comment letters.

Mr. Zeledon stated yes, we did look at that and the state requires 600 feet and in our new code we require 1,000 feet and PD did review it and store staff will have to take the safety class and make these items not easily accessible. He stated the school site is approximately 2,600 feet away.

Mr. Reyes wanted to know with the setbacks from "A" Street and Riverside to this allow for entry monumentation or will this be more signage for the industrial park and will there be any theme and has the applicant agreed to this and will they work with staff.

Ms. Mejia stated yes, we have talked with them regarding a winery theme throughout the project and that is included in the conditions of approval, and the monument sign program will have variation but be tied to the winery theme, to pay homage to the winery to the north of the project site and the applicant did agree.

Mr. Reyes wanted to know what will come first, the commercial or the industrial, or both together?

Ms. Mejia deferred this question to the applicant.

Mr. Reyes wanted to know if this is guaranteed to be a Starbucks.

Ms. Mejia stated it was to be a Starbucks and deferred to applicant for possible tenants for the site to the north of 7-11.

Ms. DeDiemar wanted to know if any community meetings were held with, he residents to the west of the project.

Ms. Mejia stated a Zoom community meeting was held, but no in-person meetings.

Ms. DeDiemar wanted to know the result of the Zoom meeting.

Ms. Mejia stated there were 11 in attendance and 6 spoke and to date 4 letters in opposition to the project have been received.

Ms. DeDiemar stated that some of the letters from the public stated that Riverside Dr. too narrow, and she wanted to know if the residents are aware of the improvements that will be done.

Ms. Mejia stated that these were discussed at the community meeting and the street improvements were regarding the widening of the street was discussed.

Ms. DeDiemar wanted to know if the residents are aware of this.

Ms. Mejia stated yes, they are aware, but the letters still keep coming regarding this issue.

Ms. DeDiemar stated there were letters that stated there is street flooding at certain times and wanted to know if this will be mitigated with the proposed street improvements.

Ms. Mejia stated that is correct.

Mr. Willoughby wanted to know who owns the property to the north of the project site.

Mr. Zeledon stated the Riboli and Galliano families.

Mr. Willoughby wanted to know if there would be any screening of the car wash entrance that is facing Milliken.

Ms. Mejia stated yes, there would be landscaping along Milliken Ave.

Mr. Willoughby wanted to clarify that the street improvements would go all the way across the SCE easement area on Riverside Dr.

Ms. Mejia stated yes that is correct, the street improvements will continue to the other side of the SCE easement.

Mr. Willoughby wanted to clarify that the street improvements will connect to what is existing street at the east end of Creekside.

Ms. Mejia stated that is correct.

Mr. Willoughby wanted to know if there is parking between the large building and the property line, on the west side of the project.

Ms. Mejia stated no, there is not, that is a drive isle for emergency vehicles access.

Mr. Willoughby wanted to know if we have to have another access point on Riverside Dr.

Ms. Mejia stated yes, per fire requirements they need to be able to service the whole site and she noted that the Riverside Dr. frontage along that drive isle, there will be a turf block to come across on "A" Street so they will have access all the way through.

Mr. Willoughby wanted to clarify that the third entrance was requested by fire.

Ms. Mejia stated that is correct.

Mr. Willoughby wanted to know if there was a screen wall between buildings 1 and 2.

Ms. Mejia stated there would be a 14 foot high screen wall along the eastern frontage and turns back to building 1 and landscape planter to soften those views.

Mr. Willoughby wanted to clarify that from building 1 there is a 22 foot setback, a 5 foot sidewalk and a 7 foot parkway, before you get to Riverside Dr.

Ms. Mejia stated that is correct.

Mr. Willoughby wanted to clarify that from Riverside Dr. curb-line to the building edge it would be 34 foot.

Ms. Mejia stated that is correct.

Mr. Willoughby wanted to clarify that there was no driveway in front of building 1.

Ms. Mejia stated that is correct, there is only landscaping.

Mr. Willoughby wanted to know if they would be using a theme that is similar to the theme north on Haven that went with a vineyard theme.

Ms. Mejia stated that is correct, some the elements will be similar to this, however we are working with our landscape planner to provide a vineyard that is more evergreen so we have more greenery throughout the year.

PUBLIC TESTIMONY

Grant Ross stated this is the fourth project he is presenting in the City of Ontario, and that he has members of his team and members of the San Antonio winery, which he has been able to build a relationship with, that are here to answer questions regarding this project. He stated he wanted to make this a cohesive project and has named it “The Vine” and some of the elements will be towards the winery heritage and the signage program will reflect this high end and will touch on the history. He stated Steve and Santos are here from the San Antonio Winery to give their ideas on the future plans for the area. He wanted to clarify that there will be Starbucks and they are not planning on phasing it, but building it all at the same time, as they are eager to meet retail dates and start construction. He also noted that when they did a three mile radius of the surrounding rooftops it is constrained by the demographics of the 60 Freeway and the San Bernardino County line and they are trying to bring in great tenants. He stated this is right on the boarder and a remnant parcel, but one of the costliest, because of the infrastructure which will cost about 6 million and the industrial helps to make the economics of the investment work. He stated that during the entitlements doing the environmental studies we had to complete, it showed we are providing a reduction in those studies compared to the previous proposal for the area.

Mr. Willoughby wanted to clarify that they would be constructing the commercial between the Starbucks and 7-11 at the same time.

Mr. Ross stated yes, that is correct, but they are still in talks with potential tenants.

Mr. Willoughby wanted to know if there is a maximum size of this building.

Mr. Ross stated no, there could be 2 buildings or there is room for one 8 – 9 thousand feet building and they are aggressively trying to bring to those parcels what the market needs.

Mr. Willoughby wanted to clarify that there would be no empty lots.

Mr. Ross stated no, we don't want that outcome.

Mr. Reyes wanted to know if they had looked at zoning commercial to wrap that over to "A" Street.

Mr. Ross stated the layout was dictated by the market demand, and are constrained to what those retailers are looking for, and that the design was market driven and by the tenants and wanted to bring a solid tenant mix to this challenging location.

Mr. Reyes wanted to know if they did a noise or traffic study to the residential to the west of the project.

Mr. Ross stated the design of the buildings lends to being a sound barrier and they did do the required noise studies and environmental studies and there was reduction in all of those and they focused on the western boundary, and it is the best we can offer and collectively work through.

Steve Riboli and his brother Santo appeared and Steve stated they are the third generation owners of the San Antonio winery, and that their winery has been in business for 103 years, and created a tasting room and it's a wonderful location and want to continue here. He stated they want to add two buildings behind their store, where they would be able to store their wine brands, as one of the things they are in shortage of is high quality storage, to house products and this would be onsite, and our tasting room would be redesigned as it was built in 1974 and use the outdoors as a great space for education, wine tasting and small events and gatherings. He stated they will retain ownership of the middle site, as big box retail doesn't work here and has moved south of us, and they are completely behind this project and the extensive signage program, which would give them signage off the 60 freeway. He stated they were named American winery of the year and they are very proud to be part of Ontario and the fabric of Ontario and they are behind this project for its great landscaping and signage and it allows our winery to reinvent itself.

Mr. Willoughby wanted to know if the plans include the relocation of Wanchos.

Mr. Riboli stated yes that would be part of the land from street "B" up to our winery, which is about 1 acre, and would be used for outdoor food and education.

Mr. Willoughby stated there was something like that in the project presented many years ago and he is very interested in this.

Mr. Reyes wanted to clarify if it was building 4 and 6 that would be part of the winery storing.

Mr. Riboli stated buildings 6 and 7 which are right behind them.

Ms. DeDiemar wanted to know if there was any way for Creekside residents to walk over to the winery.

Mr. Riboli stated this something to think about and look at, but most of the people coming to us are driving.

Mr. Zeledon stated the applicant worked hard with staff to make sure there was connectivity

along Riverside Drive which will have a sidewalk and go to “A” street, which will have sidewalks on both side and go to the winery or they can go down to Riverside and up Milliken. He stated staff worked really hard to allow another sidewalk, by pushing building 2 back, to provide this connectivity. He stated that connectivity within Ontario Ranch is a big deal and the neighborhood edges allow for this and the winery is an Ontario business that adds value, that we want to continue that.

Mr. Riboli stated that is a great idea to bring our neighbors to our wine and food hospitality center.

Ms. DeDiemar stated they can also walk to the proposed commercial buildings.

Mr. Ross stated they are working with staff to make improvements to the nursery area and underneath the SCE lines, along Riverside Dr. going west, which will create connectivity from Creekside all the way up to the winery and Milliken.

Thomas Ruiz, representative for the Labors International Union – Local #783 representing over 1,700 members in San Bernardino County and those in the construction industry, and more specifically the tilt-up industry, stated they wholeheartedly support the Toscana Square project as this is an opportunity to keep jobs local in Ontario and keep many construction workers working as essential workers, in a time when many are losing health insurance. He stated he has been working with LaLuna and Local#783, so members living in and around the area can obtain well-paying jobs with health benefits and retirement and would like to ask that the Planning Commission recommend this project to City Council, not only based on the quality of the project but for keeping the economic value in Ontario.

D’Andre Lampkin, a Creekside West resident, stated he was very impressed and respects the tenacity of the staff that have worked on this project to meet the needs of the community and what they have been promised 35 years ago, when Creekside was first built. He stated he was surprised this is off script from what we have been talking regarding the project down south, and stated off topic, that the comments that were made in the chat at that meeting, were not meant to be mean and he mentions this because we need to acknowledge our mistakes and residents were made promises of how it was going to shake out and that wasn’t what they were getting. He stated when Creekside was developed the residents wanted someplace they could eat, work, and play and he is glad to see things are coming around and to see the changes the developer has made so the residents will get some of those promises, as things are needing to change and outside based eatery and local businesses that they can order delivery from and he is glad to see San Antonio winery is included. He stated this shows that the commitment to give the residents some of those areas they were promised and shows you are listening to the residents.

Irene Chisholm stated she appreciates the in-person meeting and wanted to thank the Riboli family and appreciates that Orbis met with them 4 times and what we don’t want and one of the major things we asked for was no large building and he broke up buildings 1 and 2 and then has this huge building 3 and right behind that building is where I live. She stated we use to get the peacocks from the winery, and if this goes through our view is going to be one big wall and you can’t cover it up with trees. She stated she is objecting to the huge buildings and then the top portion will be putting more large industrial buildings and now it’s turned into all industrial and a small sliver of commercial. She stated that she likes the fact that the family wants to bring the winery process here, as that is the heritage of the area, and that when building we need to

remember the culture of the land, and the developer involved the Tuscan aspect, but why would we want the large buildings on the site and the winery buildings backs up to that section of Creekside East which will be flooded with cement buildings, which in my mind isn't the smart way to develop. She stated that in 2015 they had it right idea with the Tuscan theme and with the connectivity and we need to bring that back as we have forgot the needs of the community. She has lived in Creekside for 33 years and is a devoted customer to the winery and wishes we would highlight that, not surround it with large buildings.

As there was no one else wishing to speak, Chairman Willoughby closed the public testimony

Mr. Willoughby wanted to confirm that the COA changes with the southern elevation were agreed to by the applicant. He stated he had read the letters of the residents and as we know things change and stated that he likes what they hear about the San Antonio winery and the expansion they want to do.

Mr. Ricci stated that being from an Italian background he has been to many wineries, and he went to the San Antonio winery in Los Angeles eat at the restaurant, where it is situated right next to the freeway and the UPS building behind them and it is successful and beautiful, and we had aspiration for something else here and with the compromises we are making progress to accommodate both types of uses so we get half and half.

Mr. Gregorek stated the commercial between Starbucks and the 7-11 he would like sit down restaurants, not just fast food, he thinks Ontario is becoming the drive thru / fast food capital of the world and the residents want sit down restaurants, and hopefully applicant can push for those type of uses. He stated its disappointing he has had clients that have looked at this property and it just didn't pencil out, but sometimes you can't wait forever for what you want but this applicant will be building the commercial aspect at the same time and he likes that staff worked to bring the architectural design up, and this will put in a lot of street improvements that are needed. He stated that maybe it's not the best and they will still have trucks but it will bring a couple more lanes and with San Antonio winery as part of the picture on this as well, he will support this project.

Ms. DeDiemar stated that if we try to think ahead 35 years from now and imagine and that we could guarantee it would come to fruition 30 years later, it wouldn't happen. She stated she has sympathy for Creekside residents that have had these dreams for 30 years that haven't come to, as there seems to be economic reasons, although it's not ideal and there will be a wall, Riverside Dr. will be much better. She stated it's a shame we can't have everything, but we can't have everything.

Mr. Reyes stated he wants more retail commercial and this is something he isn't happy about and what is their Building 1 southern elevation not the best pretty blank something that came to our understanding upgrading the façade, and not crazy about the carwash would rather have more retail. He wanted to recap and make sure the applicant and staff understand the signage program have staff work with applicant on landscape scheme, the historical elements. and the monument signage work with staff since we are not seeing that tonight bring in the elements that will anchor these industrial buildings elements of design and theming talking about historical elements that tie into the project and enhance the building elevations on Building 1 and the intersection at Street "A" and Riverside entrance is important, and we need to look at the freeway off ramps and the trucking they have with the facilities we are building. He stated he is grateful to the winery

and all they are doing but that isn't what we are looking at tonight.

Mr. Willoughby offered congrats to the Riboli family on being named "American Winery of the Year." He stated he echoed some of the comments of the other commissioners but realize there are some things on the off ramps and Caltrans, but he to likes the improvements coming to Milliken that will improve the mess when it rains at that intersection and with proposed future commercial he is look forward to seeing what happens here.

PLANNING COMMISSION ACTION

It was moved by Gregorek, seconded by Ricci, to recommend adoption of resolutions approving the Addendum, The General Plan Amendment, File No. PGPA19-007, the Specific Plan Amendment, File No. PSPA19-010 and the Zone Change, File No. PZC19-002, subject to the revised conditions. Roll call vote: AYES, DeDiemar, Gregorek, Reyes, Ricci and Willoughby; NOES, none; RECUSE, none; ABSENT, Gage. The motion was carried 5 to 0.

It was moved by Reyes, seconded by DeDiemar, to adopt resolutions to approve the Tentative Parcel Map, File No., PMTT19-018, the Development Plan, File No. PDEV19-059, The Conditional Use Permit, File No. PCUP20-009, the Development Plans, File Nos. PDEV20-012 and PDEV20-013, subject to conditions of approval. Roll call vote: AYES, DeDiemar, Gregorek, Reyes, Ricci and Willoughby; NOES, none; RECUSE, none; ABSENT, Gage. The motion was carried 5 to 0.

- M. **ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT CODE AMENDMENT REVIEW FOR FILE NO. PDCA18-003:** A Development Code Amendment proposing to: [1] revise current provisions regarding the regulation of Accessory Dwelling Units, replacing an Urgency Ordinance previously approved by the City Council on January 21, 2020; [2] revise current provisions regarding the MU-1 (Downtown Mixed Use) zoning district, to facilitate the establishment of the Downtown District Plan; [3] establish new provisions regarding the regulation of small lot infill subdivisions, which are proposed to be allowed in Mixed Use zoning districts and the MDR-11 (Low-Medium Density Residential – 5.1 to 11.0 DUs/Acre), MDR-18 (Medium Density Residential – 11.1 to 18.0 DUs/Acre), MDR-25 (Medium-High Density Residential – 18.1 to 25.0 DUs/Acre), and HDR-45 (High Density Residential – 25.1 to 45.0 DUs/Acre) zoning districts; [4] revise current provisions regarding Massage Services and Massage Establishments, establishing that such uses are subject to Administrative Use Permit issuance and requirements; and [5] modify certain Development Code provisions to include various clarifications and interpretations, including Chapter 2.0 (Administration and Procedures), Chapter 4.0 (Permits, Actions and Decisions), Chapter 5.0 (Zoning and Land Use), Chapter 6.0 (Development and Subdivision Regulations), Chapter 8.0 (Sign Regulations), and Chapter 9.0 (Definitions and Glossary). The proposed Development Code Amendment is exempt from the requirements of the California Environmental Quality Act (CEQA) and the guidelines promulgated thereunder, pursuant to Section 15061(b)(3) of the CEQA Guidelines. The proposed project is located within the Airport Influence Area of Ontario International Airport and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP). Furthermore, the

project site is located within the Airport Influence area of Chino Airport and is consistent with policies and criteria set forth within the 2011 California Airport Land Use Planning Handbook published by the California Department of Transportation, Division of Aeronautics; **City Initiated. City Council action is required. This item was continued from the August 25, 2020, Planning Commission meeting. Continued from the September 27, 2020, meeting.**

Principal Planner Mercier, presented the staff report. He stated new standard for ADUs are in line with He stated that staff is recommending the Planning Commission recommend approval of File No. PDCA18-003, pursuant to the facts and reasons contained in the staff report and attached resolution.

No one responded.

PUBLIC TESTIMONY

As there was no one else wishing to speak, Chairman Willoughby closed the public testimony

There was no Planning Commission deliberation.

PLANNING COMMISSION ACTION

It was moved by Gregorek, seconded by DeDiemar, to recommend adoption of a resolution to approve the Development Code Amendment, File No., PDCA18-003, subject to conditions of approval. Roll call vote: AYES, DeDiemar, Gregorek, Reyes, Ricci and Willoughby; NOES, none; RECUSE, none; ABSENT, Gage. The motion was carried 5 to 0.

MATTERS FROM THE PLANNING COMMISSION

Old Business Reports From Subcommittees

Historic Preservation (Standing): This subcommittee met on October 8, 2020.

Mr. Gregorek stated they discussed the Mills Act Contract that was brought forward tonight and the C block and proposed development.

Development Code Review (Ad-hoc): This subcommittee did not meet.

Zoning General Plan Consistency (Ad-hoc): This subcommittee did not meet.

New Business

Mr. Reyes stated the Starbucks at Philadelphia and Grove was very nicely done.

Mr. Gregorek stated he liked it too.

Mr. Ricci stated the new Stater Bros market is very nice and beautiful and the Ontario bakery.

Mr. Reyes stated he went to the groundbreaking for the new downtown project.

NOMINATIONS FOR SPECIAL RECOGNITION

None at this time.

DIRECTOR'S REPORT

Mr. Zeledon stated the Monthly Activity Reports will be provided at a later date. He stated he will be having some of the subcommittees meet soon as there are many items coming forward, like the TOP update, the Great Park, and NMC Streetscape Master Plan. He stated he would try to work with the school district and see if maybe for briefing someone can come and talk with the commissioners and let them know what they are planning and also at briefing he would like to give a rundown of the commercial in Ontario Ranch, the Stater Bros. is open and the corner area with restaurants and breweries and the commercial for Haven south of Riverside, and what that means for the connectivity for Creekside, as there are a lot of things happening. Mr. Zeledon was looking into a tour for the commissioner, but with COVID that is on hold for now. Mr. Zeledon stated most likely we will be having Zoom meetings until February.

ADJOURNMENT

Mr. Gregorek motioned to adjourn, seconded by Mr. Reyes. The meeting was adjourned at 10:35 PM.

Secretary Pro Tempore

Chairman, Planning Commission

FILE NOS.: PMTT20-002 and PDEV20-003

SUBJECT: A Tentative Tract Map (File No. PMTT20-002/TT 20335) to subdivide 7.32 acres of land into a one lot for condominium purposes, in conjunction with a Development Plan (File No. PDEV20-003) to construct 92 detached single-family dwellings, located at 2862 South Campus Avenue, within the MDR-18 (Medium Density Residential - 11.1 to 18 DU/acre) zoning district; (APNs: 1051-531-05 & 1051-531-06) **submitted by MLC Holdings, Inc.**


PROPERTY OWNER: AGS LTD

RECOMMENDED ACTION: That the Planning Commission consider and adopt an Addendum to The Ontario Plan Environmental Impact Report and approve File Nos. PMTT20-002 and PDEV20-003, pursuant to the facts and reasons contained in the staff report and attached resolutions, and subject to the conditions of approval contained in the attached departmental reports.

PROJECT SETTING: The project site is comprised of 7.32 acres of undeveloped land located at 2862 South Campus Avenue, within the MDR-18 (Medium Density Residential - 11.1 to 18 DU/acre) zoning district, and is depicted in Figure 1: Project Location, right. The property to the east, north and west are within the LDR-5 (Low Density Residential- 2.1 to 5 DU/acres) zoning district and are developed with single-family residential. The property to the south is within the MDR-18 (Medium Density Residential – 11.1 to 18 DU/acres) zoning district and is developed with multiple-family residential. The existing surrounding land uses, zoning, and general plan land use designations are summarized in the "Surrounding Zoning & Land Uses" table located in the Technical Appendix of this report.



Figure 1: Project Location

| | |
|-----------------------------|---|
| Case Planner: | Diane Ayala |
| Planning Director Approval: |  |
| Submittal Date: | 2/7/2020 |

| Hearing Body | Date | Decision | Action |
|--------------|------------|----------|-----------|
| DAB | 11/16/2020 | Approve | Recommend |
| PC | 11/24/2020 | | Final |
| CC | | | |

(1) Background —In 2010, The Ontario Plan ("TOP") was adopted, which set forth the land use pattern for the City, to achieve its Vision. With the adoption of TOP, a Medium Density Residential land use was designated at the Project site. Subsequently, the Project site was zoned MDR-18 (Medium Density Residential- 11.1 to 18 DU/acres) to conform with TOP land use designation.

On February 7, 2020, the Applicant submitted 2 applications to facilitate the development of the site, requesting approval of a Tentative Tract Map (File No. PMTT20-002/TT 20335) in conjunction with a Development Plan (File No. PDEV20-003) to construct 92 detached single-family dwellings. In addition, a request for a lot line adjustment to the south and east property lines was received. The lot line adjustment will reduce the Project site from 9.46 acres of land to 7.32 acres of land.

On November 16, 2020, the Development Advisory Board ("DAB") conducted a hearing to consider the Tentative Tract Map and Development Plan, and concluded the hearing, voting to recommend that the Planning Commission approve the Applications subject to conditions of approval, which are included as attachments to the Planning Commission resolutions.

(2) Tentative Tract Map – The proposed Tentative Tract Map will subdivide the Project site into one lot for condominium purposes to facilitate the construction of detached single-family dwellings, a private recreation area, on-site and off-site improvements, and landscape areas, and is depicted in Exhibit B – Tentative Tract Map, attached. The Project site is 7.32 acres in size, which exceeds the minimum project area site Development Code requirement of one acre. As a condition of Project approval, public right-of-way improvements to the west side of Campus Avenue, along the Project frontage and adjoining property to the south, will be constructed. Improvements include pavement widening, adding an additional southbound lane, curb, gutter, sidewalk connecting the existing sidewalk to the north and south of the Project site, and a landscaped parkway. Additionally, pedestrian enhancements, including an overhead beacon system and pavement stripping, will be installed at the intersection of St. Andrews Street and Campus Avenue, to improve a nearby school crossing.

(3) Site Design/Building Layout — The Project site, which is an L-shaped lot, will be developed with 92 detached single-family dwellings with units backing onto the north, west, and south property lines, adjacent to existing single and multiple-family residential neighborhoods. At the center of the site, are a series of 6-unit single-family home clusters that have vehicular access to garages and pedestrian access to the primary entrances through a private alley. All dwellings are conventional lane or alley loaded, 2-story single-family homes. The private recreational area is situated at the eastern portion of the site, near Campus Avenue, and is depicted in Exhibit C – Site Plan, attached.

(4) Site Access/Circulation —The Project includes 2 points of access from Campus Avenue. Primary site circulation is by way of a 26-foot wide private drive that loops through the Project and two 20-foot wide private alleys that provide access to multiple

unit clusters. All private drives and alleys, including the 2 driveway entries, will be treated with decorative paving. Sidewalks for pedestrian circulation are provided on both sides of the private drive.

(5) Parking— As demonstrated in the Parking Summary Table below, the Project requires a total of 207 parking spaces, which have been provided. All homes will be constructed with an attached 2-car garage, meeting the Development Code requirement for single-family homes. An additional 23 uncovered parking spaces are located on the west and on the east sides of the site, adjacent the recreational area, which are designated as guest parking, at a ratio of 1 space for each 4 dwelling units, pursuant to the Development Code. A parking management plan is required as a condition of approval and will be recorded in the Covenants, Conditions and Restrictions ("CC&Rs") for the Project.

(6) Architecture— The Project provides 4 different floor plans with 4 architectural styles per plan, including Farmhouse, Santa Barbara, Coastal, and Minimal Traditional architectural styles, which are depicted in Exhibit D – Exterior Elevations and Exhibit E – Floor Plans, attached. Floor Plans 1 and 2 include 3 bedrooms, 2.5 bathrooms, and range from 1,465 to 1,684 square feet in size. Floor Plans 3 and 4 include 4 bedrooms, 3 bathrooms, a loft, and are 1,955 square feet in size. The dwelling unit characteristics are summarized in the Technical Appendix of this report.

Each proposed architectural style consists of the following:

(a) The Farmhouse architectural style features a side or front facing gable roof, flat concrete tile roof covering, vertical board and batten and stucco siding, shutters, and square posts accentuating the single door entries.

(b) The Santa Barbara architectural style features a hipped roof covered with concrete "S" tiles, smooth stucco finish, arched window and garage door trim, decorative vents, and an arched entryway.

(c) The Coastal architectural style features hipped roofs covered with concrete tile, brackets in the gable ends, shutters, horizontal lap siding, stucco and tapered square posts at the entry.

(d) The Minimal Traditional architectural style features side and front gable roofs covered in flat concrete tile, horizontal siding at the gable ends, shutters, stucco, brick veneer at the base, and double post framing building front entries.

(7) Landscaping— The Project provides for a 15,158 square foot common recreation area, which includes a swimming pool, covered sitting area, and a children's play area equipped with a play structure, as depicted in Exhibit F – Recreation Area, attached. Each unit will have a private rear yard ranging in size from 410 to 612 square feet.

Landscaped front and side yards throughout the site will be maintained by the Homeowner's Association.

(8) Utilities (drainage, sewer) — The Applicant has submitted a Preliminary Water Quality Management Plan ("PWQMP"), which establishes the Project's compliance with storm water discharge/water quality requirements. The PWQMP includes site design measures that capture runoff and pollutant transport by minimizing impervious surfaces and maximizes low impact development ("LID") best management practices ("BMPs"), such as retention and infiltration, biotreatment, and evapotranspiration. The PWQMP proposes the use of an underground stormwater infiltration system located on the eastern portion of the site, near Campus Avenue. Any overflow drainage will be conveyed to a storm drain connection located at the south end of the Project site.

(9) Community Comments — The Planning Department notified (via US Mail) property owners surrounding the Project site to solicit interest in a community meeting. The Planning Department received one petition with 81 signatures and 15 phone calls and/or emails from community members stating project opposition related to: building intensity, traffic congestion, parking, increase in crime, and unsafe school crossing at Campus Avenue and St. Andrews Street.

Due to neighborhood concerns, the Planning Department held an in-person community meeting that was streamed live on Zoom on October 21, 2020. Fifteen community members and 3 applicant representatives attended the meeting and an additional 15 community members viewed the meeting online. During the first 30 minutes, staff presented the project and discussed the entitlement process. The last 60 minutes of the meeting were spent taking public comments in a question and answer format. Overall, attendees were in support of development, but had questions and concerns regarding the proposed project density, on-street parking, right-of-way improvements, and existing traffic issues that they believed may be exacerbated by the Project. Below is a summary of the most frequently asked questions and comments that were received, along with staff responses:

(a) **Traffic** — There are high volumes of traffic and many that exceed speed limits on Campus Avenue and St. Andrews Street. Residents requested a traffic signal at the St. Andrews Street and Campus Avenue intersection, and speed bumps on St. Andrews Street. The school crossing at the St. Andrews Street and Campus Avenue intersection (Woodcrest Junior High and Liberty Elementary School located at the north east corner of St. Andrews Street and Campus Avenue, near project site) is unsafe. Overall traffic congestion occurs on all nearby streets, particularly on Campus Avenue, during school pick up and drop off times.

Response: A traffic study was prepared by the Applicant to determine if a traffic signal, all stop, pedestrian overhead beacon, and an in-roadway warning light system were warranted for the intersection at St. Andrew Street and Campus Avenue. The study revealed that the traffic volumes did not reach the threshold to require a traffic signal or

an all stop. At the time of the community meeting, the pedestrian enhancements were being considered by the City as a condition of approval to the Project. The right-of-way improvements will result in an additional south bound lane, curb, gutter, and sidewalk along the Project frontage.

Independent of the Project, Traffic Engineering will continue to work with Chino Valley Unified School District on expanding crossing guard services to accommodate both school bell schedules and to consider additional signing/stripping at crosswalks. Traffic Police officers stated that they would patrol the location as part of their regular rotation of school sites. Traffic Engineering also agreed to study St. Andrews Street to ascertain if traffic calming measures were warranted.

(b) **Street Parking** — Existing street parking on St. Andrews Street are near capacity because households have multiple cars. A resident requested permit parking restrictions be issued for residents on St. Andrews Street to ensure street parking. Additionally, street parking on Campus Avenue and Riverside Drive is at capacity on weekends because of the nearby Maclin Open Air Market. Lastly, the Project does not provide enough on-site parking to prevent overflow parking on nearby streets.

Response: The project as proposed, meets the on-site parking requirements outlined in the Development Code. Each dwelling unit will have an attached 2-car garage and 23 guest parking spaces provided on-site. Additionally, as a condition of approval, a parking management plan will be prepared and require garages to be maintained for parking and to be inspected by the Homeowners Association. Traffic Engineering would not be able to support restricting permit parking on St. Andrews Street because St. Andrews Street is located adjacent to non-residential uses. Only in cases where a residential land use is being impacted by adjacent non-residential land uses, such as commercial, can the use of parking by permits be warranted on a public street.

(c) **Density** — Overall, the Project has too many houses and the lots are too small for the area. A resident wanted to know when and why was the zoning changed to a medium density. Additionally, another resident wanted the Policy Plan (general plan) land use designation amended, and the zoning changed from Medium Density Residential (MDR 11.1 to 18 du/ac) to Low Density Residential (LDR 5 du/ac).

Response: The current TOP (Policy Plan) land use and zoning designations on the project site were approved in 2010. The properties south of the site are developed with medium density multiple-family residences and the properties to the east and north are developed with single-family residences. Current zoning allows for a minimum of 82 dwelling units and a maximum of 132 dwelling units. The Project is at the lower end of the allowable range. The request to change the Policy Plan land use designation and zoning can be made to the Planning Commission.

After the community meeting, the Planning Department received 4 follow-up emails seeking additional clarification on traffic and noise impacts. On November 10, 2010, a

letter in support of the Project from the Building Industry Association of Southern California ("BIA") was received. All emails, petitions, letters, and responses are included in Attachment A (Community Member Comments) of this report.

COMPLIANCE WITH THE ONTARIO PLAN: The proposed project is consistent with the principles, goals, and policies contained within the Vision, Governance, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan (TOP). More specifically, the goals and policies of TOP that are furthered by the proposed project are as follows:

(1) City Council Goals.

- Invest in the Growth and Evolution of the City's Economy
- Maintain the Current High Level of Public Safety
- Operate in a Businesslike Manner
- Focus Resources in Ontario's Commercial and Residential Neighborhoods
- Invest in the City's Infrastructure (Water, Streets, Sewers, Parks, Storm Drains and Public Facilities)

(2) Vision.

Distinctive Development:

- Commercial and Residential Development
 - Development quality that is broadly recognized as distinctive and not exclusively tied to the general suburban character typical of much of Southern California.

(3) Governance.

Decision Making:

- Goal G1: Sustained decision-making that consistently moves Ontario towards its Vision by using The Ontario Plan as a framework for assessing choices.
 - G1-2 Long-term Benefit. We require decisions to demonstrate and document how they add value to the community and support the Ontario Vision

(4) Policy Plan (General Plan)

Land Use Element:

- Goal LU1: A community that has a spectrum of housing types and price ranges that match the jobs in the City and that make it possible for people to live and work in Ontario and maintain a quality of life.
 - LU1-1 Strategic Growth. We concentrate growth in strategic locations that help create place and identity, maximize available and planned infrastructure, and foster the development of transit.
 - LU1-6 Complete Community: We incorporate a variety of land uses and building types in our land use planning efforts that result in a complete community where residents at all stages of life, employers, workers and visitors have a wide spectrum of choices of where they can live, work, shop and recreate within Ontario. (Refer to Complete Community Section of Community Economics Element).
- Goal LU2: Compatibility between a wide range of uses.
 - LU2-6: Infrastructure Compatibility: We require infrastructure to be aesthetically pleasing and in context with the community character.

Housing Element:

- Goal H2: Diversity of types of quality housing that are affordable to a range of household income levels, accommodate changing demographics, and support and reinforce the economic sustainability of Ontario.
 - H2-5 Housing Design. We require architectural excellence through adherence to City design guidelines, thoughtful site planning, environmentally sustainable practices and other best practices.

Community Economics Element:

- Goal CE1: A complete community that provides for all incomes and stages of life.
 - CE1-6 Diversity of Housing. We collaborate with residents, housing providers and the development community to provide housing opportunities for every stage of life; we plan for a variety of housing types and price points to support our workforce, attract business and foster a balanced community.
- Goal CE2: A City of distinctive neighborhoods, districts, and corridors, where people choose to be.

➤ CE2-1 Development Projects. We require new development and redevelopment to create unique, high-quality places that add value to the community.

➤ CE2-2 Development Review. We require those proposing new development and redevelopment to demonstrate how their projects will create appropriately unique, functional and sustainable places that will compete well with their competition within the region.

➤ CE2-4 Protection of Investment. We require that new development and redevelopment protect existing investment by providing architecture and urban design of equal or greater quality.

➤ CE2-5 Private Maintenance. We require adequate maintenance, upkeep, and investment in private property because proper maintenance on private property protects property values.

Safety Element:

▪ Goal S1: Minimized risk of injury, loss of life, property damage and economic and social disruption caused by earthquake-induced and other geologic hazards.

➤ S1-1 Implementation of Regulations and Standards. We require that all new habitable structures be designed in accordance with the most recent California Building Code adopted by the City, including provisions regarding lateral forces and grading.

Community Design Element:

▪ Goal CD1: A dynamic, progressive city containing distinct neighborhoods and commercial districts that foster a positive sense of identity and belonging among residents, visitors, and businesses.

➤ CD1-1 City Identity. We take actions that are consistent with the City being a leading urban center in Southern California while recognizing the diverse character of our existing viable neighborhoods.

➤ CD1-3 Neighborhood Improvement. We require viable existing residential and non-residential neighborhoods to be preserved, protected, and enhanced in accordance with our land use policies.

▪ Goal CD2: A high level of design quality resulting in public spaces, streetscapes, and developments that are attractive, safe, functional and distinct.

➤ CD2-1 Quality Architecture. We encourage all development projects to convey visual interest and character through:

- Building volume, massing, and height to provide appropriate scale and proportion;
- A true architectural style which is carried out in plan, section and elevation through all aspects of the building and site design and appropriate for its setting; and
- Exterior building materials that are visually interesting, high quality, durable, and appropriate for the architectural style.

➤ CD2-2 Neighborhood Design. We create distinct residential neighborhoods that are functional, have a sense of community, emphasize livability and social interaction, and are uniquely identifiable places through such elements as:

- A pattern of smaller, walkable blocks that promote access, activity, and safety;
- Variable setbacks and parcel sizes to accommodate a diversity of housing types;
- Landscaped parkways, with sidewalks separated from the curb.

➤ CD2-7 Sustainability. We collaborate with the development community to design and build neighborhoods, streetscapes, sites, outdoor spaces, landscaping, and buildings to reduce energy demand through solar orientation, maximum use of natural daylight, passive solar and natural ventilation, building form, mechanical and structural systems, building materials and construction techniques.

➤ CD2-8 Safe Design. We incorporate defensible space design into new and existing developments to ensure the maximum safe travel and visibility on pathways, corridors, and open space and at building entrances and parking areas by avoiding physically and visually isolated spaces, maintenance of visibility and accessibility, and use of lighting.

➤ CD2-9 Landscape Design. We encourage durable landscaping materials and designs that enhance the aesthetics of structures, create and define public and private spaces, and provide shade and environmental benefits.

➤ CD2-10 Surface Parking Areas. We require parking areas visible to or used by the public to be landscaped in an aesthetically pleasing, safe and environmentally sensitive manner. Examples include shade trees, pervious surfaces, urban run-off capture and infiltration, and pedestrian paths to guide users through the parking field.

➤ CD2-11 Entry Statements. We encourage the inclusion of amenities, signage and landscaping at the entry to neighborhoods, commercial centers, mixed use areas, industrial developments, and public places that reinforce them as uniquely identifiable places.

➤ CD2-13 Entitlement Process. We work collaboratively with all stakeholders to ensure a high degree of certainty in the efficient review and timely processing of all development plans and permits.

▪ Goal CD5: A sustained level of maintenance and improvement of properties, buildings and infrastructure that protects the property values and encourages additional public and private investments.

➤ CD5-1 Maintenance of Buildings and Property. We require all public and privately owned buildings and property (including trails and easements) to be properly and consistently maintained.

➤ CD5-2 Maintenance of Infrastructure. We require the continual maintenance of infrastructure.

HOUSING ELEMENT COMPLIANCE: The project is consistent with the Housing Element of the Policy Plan (General Plan) component of The Ontario Plan, as the project site is not one of the properties listed in the Available Land Inventory contained in Table A-3 (Available Land by Planning Area) of the Housing Element Technical Report Appendix.

AIRPORT LAND USE COMPATIBILITY PLAN (ALUCP) COMPLIANCE: The California State Aeronautics Act (Public Utilities Code Section 21670 et seq.) requires that an Airport Land Use Compatibility Plan be prepared for all public use airports in the State; and requires that local land use plans and individual development proposals must be consistent with the policies set forth in the adopted Airport Land Use Compatibility Plan. On April 19, 2011, the City Council of the City of Ontario approved and adopted the Ontario International Airport Land use Compatibility Plan ("ALUCP"), establishing the Airport Influence Area for Ontario International Airport, which encompasses lands within parts of San Bernardino, Riverside, and Los Angeles Counties, and limits future land uses and development within the Airport Influence Area, as they relate to noise, safety, airspace protection, and overflight impacts of current and future airport activity. The proposed project is located within the Airport Influence Area of Ontario International Airport and was evaluated and found to be consistent with the policies and criteria of the ALUCP. Any special conditions of approval associated with uses in close proximity to the airport are included in the conditions of approval provided with the attached Resolution.

ENVIRONMENTAL REVIEW: The environmental impacts of this project were analyzed in an Addendum to The Ontario Plan (File No. PGPA06-001) Environmental Impact Report (State Clearinghouse No. 2008101140) certified by the City Council on January 27, 2010. This Application introduces no new significant environmental impacts. All previously adopted mitigation measures shall be a condition of project approval and are incorporated herein by reference.

CONDITIONS OF APPROVAL: See attached department reports.

TECHNICAL APPENDIX:

Surrounding Zoning and Land Use:

| | <i>Existing Land Use</i> | <i>General Plan Designation</i> | <i>Zoning Designation</i> |
|-------|---------------------------|---------------------------------|-----------------------------|
| Site | Undeveloped | Medium Density Residential | MDR-18 (11.1 to 18 DU/acre) |
| North | Single-family Residence | Low Density Residential | LDR-5 (2.1 to 5 DU/acre) |
| South | Multiple-family Residence | Medium Density Residential | MDR-18 (11.1 to 18 DU/acre) |
| East | Single-family Residence | Low Density Residential | LDR-5 (2.1 to 5 DU/acre) |
| West | Single-family Residence | Low Density Residential | LDR-5 (2.1 to 5 DU/acre) |

General Site & Building Statistics

| <i>Item</i> | <i>Required Min./Max.</i> | <i>Provided (Ranges)</i> | <i>Meets Y/N</i> |
|---|---------------------------|--------------------------|------------------|
| <i>Project area (in acres):</i> | One acre | 7.32 | Y |
| <i>Maximum project density (dwelling units/ac):</i> | 18 | 12.5 | Y |
| <i>Maximum coverage (in %):</i> | N/A | N/A | |
| <i>Minimum lot size (in SF):</i> | N/A | N/A | |
| <i>Minimum lot depth (in FT):</i> | 200 | 635 | Y |
| <i>Minimum lot width (in FT):</i> | 200 | 431-659 | Y |
| <i>Minimum perimeter setback (in FT):</i> | 10 | 10 | Y |
| <i>Drive aisle setback (in FT):</i> | 10 | 10 | Y |
| <i>Lanes/Alleyways setback (in FT):</i> | 5 | 5 | Y |
| <i>Parking setback (in FT):</i> | 10 | 12-15 | y |
| <i>Minimum distance front to front (in FT):</i> | 30 | 30 | Y |
| <i>Minimum distance front to side (in FT):</i> | 14 | 15 | Y |
| <i>Minimum distance side to side (in FT):</i> | 8 | 10 | Y |
| <i>Minimum distance side to rear (in FT):</i> | 8 | 10 | Y |
| <i>Minimum distance rear to rear (in FT):</i> | 16 | 16 | Y |
| <i>Minimum distance garage to garage (in FT):</i> | 30 | 30 | Y |
| <i>Maximum dwelling units:</i> | 131 | 92 | Y |
| <i>Maximum height (in FT):</i> | 35 | 25.33 to 26.25 | Y |
| <i>Parking – resident:</i> | 2 per DU | 184 | Y |
| <i>Parking – guest:</i> | 1 per 4 DU | 23 | Y |
| <i>Open space – private (in SF):</i> | 225 | 410-616 | Y |

| <i>Item</i> | <i>Required Min./Max.</i> | <i>Provided (Ranges)</i> | <i>Meets Y/N</i> |
|--|---------------------------|--------------------------|------------------|
| <i>Open space – common (no. of amenities major/minor):</i> | 1/1 | 1/1 | Y |
| <i>Total open space (in %):</i> | 20 | 26.5 | Y |

Dwelling Unit Count:

| <i>Item</i> | <i>Required Min./Max.</i> | <i>Provided (Ranges)</i> | <i>Meets Y/N</i> |
|--------------------------------|---------------------------|--------------------------|------------------|
| <i>Total no. of units:</i> | 81/131 | 92 | Y |
| <i>Total no. of buildings:</i> | N/A | N/A | |
| <i>No. units per building:</i> | N/A | N/A | |

Dwelling Unit Statistics:

| <i>Unit Type</i> | <i>Size (in SF)</i> | <i>No. Bedrooms</i> | <i>No. Bathrooms</i> | <i>No. Stories</i> | <i>Private Open Space (in SF)</i> |
|------------------|---------------------|---------------------|----------------------|--------------------|-----------------------------------|
| Plan 1: | 1,465 | 3 | 2.5 | 2 | 410-612 |
| Plan 2: | 1,684 | 3 | 2.5 | 2 | 410-612 |
| Plan 3: | 1,955 | 4 | 3 | 2 | 410-612 |
| Plan 4: | 1,955 | 4 | 3 | 2 | 410-612 |

EXHIBIT A – PROJECT AERIAL



EXHIBIT B – TENTATIVE TRACT MAP 20335

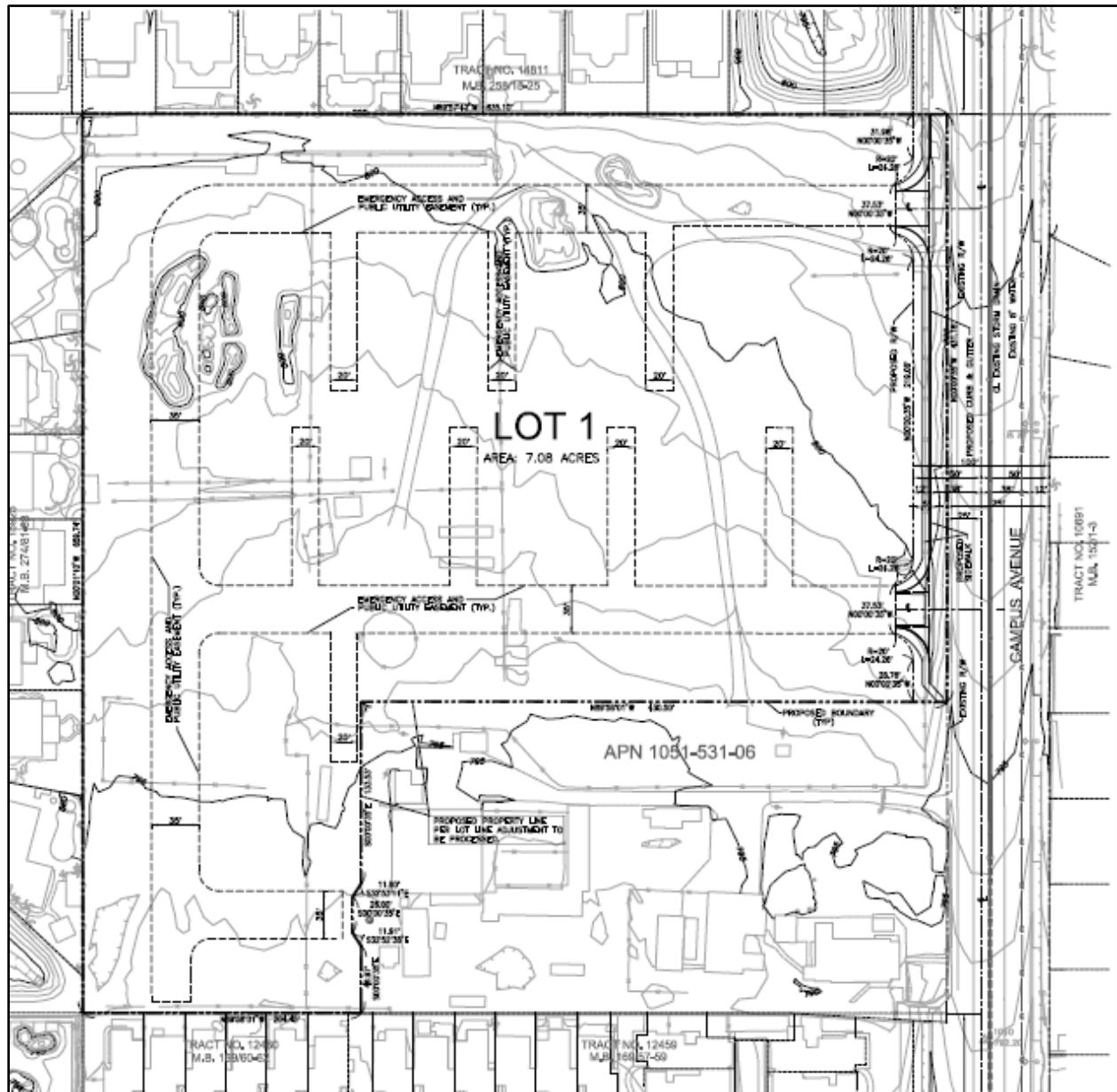


EXHIBIT C – SITE PLAN



EXHIBIT D – EXTERIOR ELEVATIONS



COASTAL

FARMHOUSE

MINIMALIST TRADITIONAL



COASTAL

SANTA BARBARA

MINIMALIST TRADITIONAL

FARMHOUSE



FARMHOUSE

MINIMALIST TRADITIONAL

SANTA BARBARA



COASTAL

SANTA BARBARA

EXHIBIT E – FLOOR PLANS

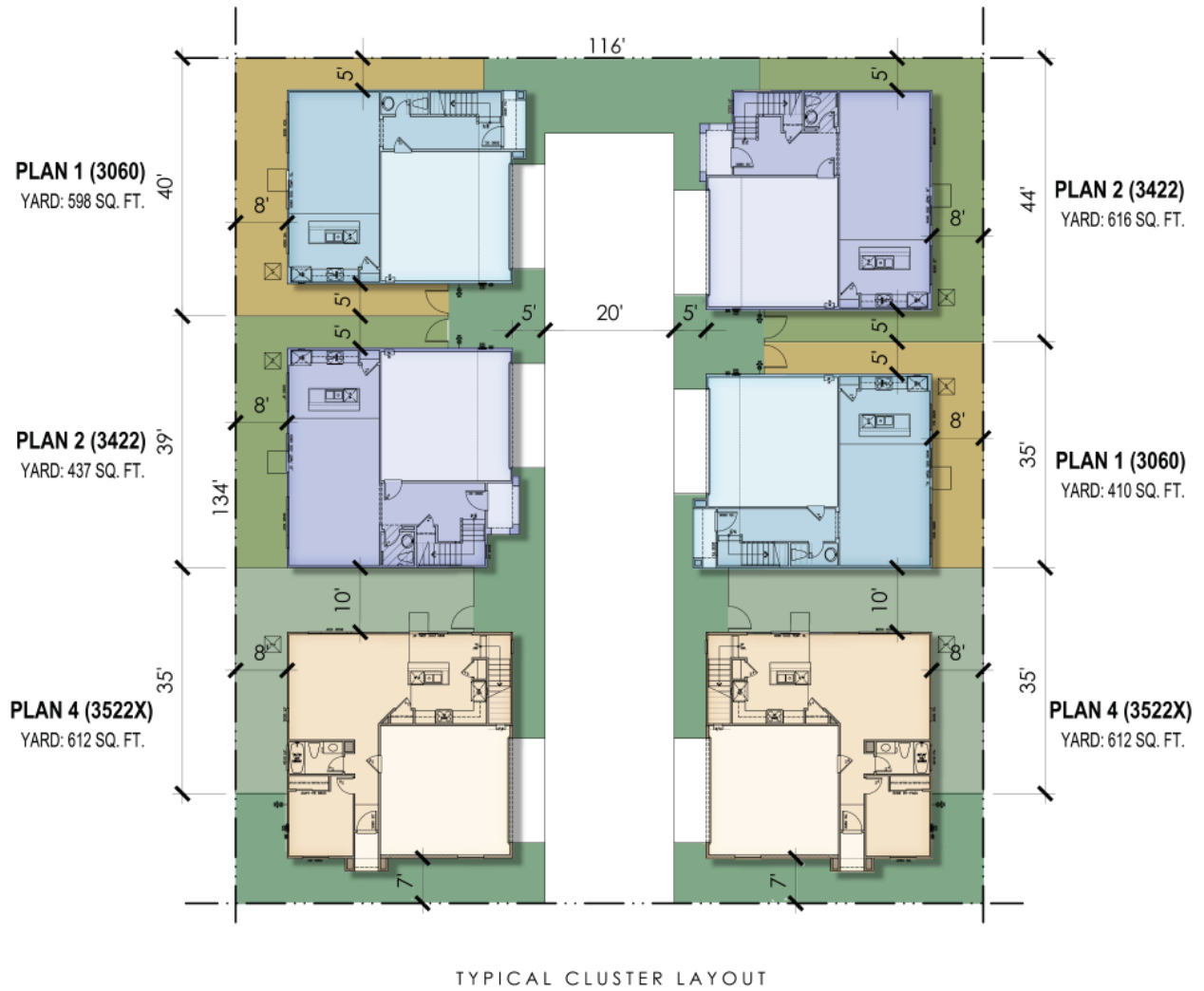
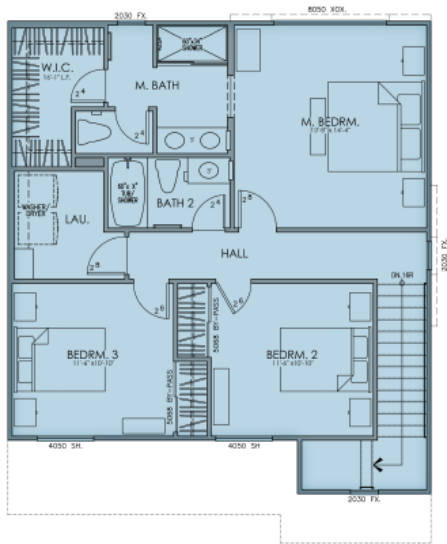


EXHIBIT E – FLOOR PLANS (CONTINUED)



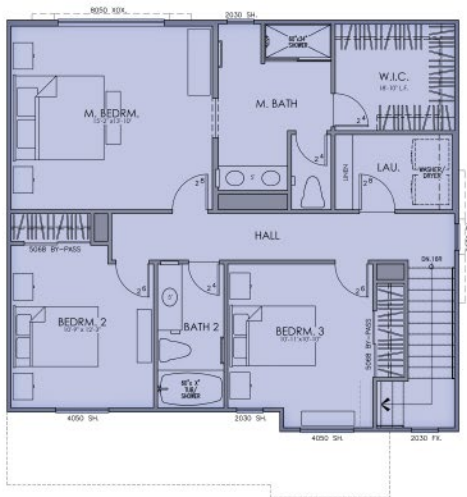
SECOND FLOOR PLAN



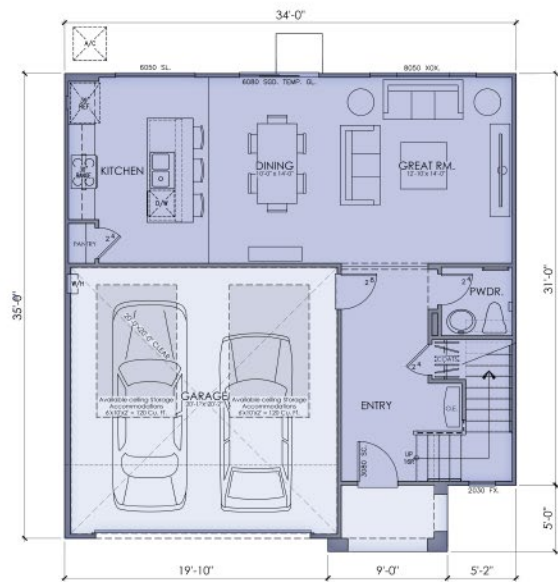
FIRST FLOOR PLAN

PLAN 1 (3060)
3 BEDROOM, 2.5 BATH

EXHIBIT E – FLOOR PLANS (CONTINUED)



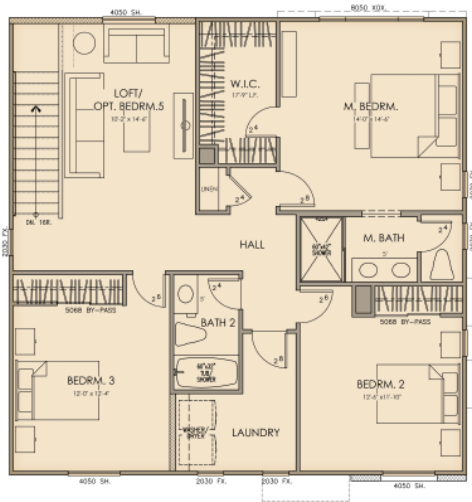
SECOND FLOOR PLAN



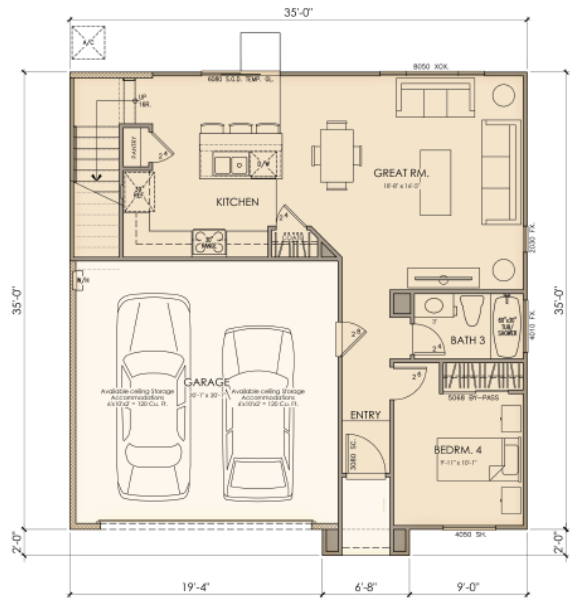
FIRST FLOOR PLAN

PLAN 2 (3422)
3 BEDROOM, 2.5 BATH

EXHIBIT E – FLOOR PLANS (CONTINUED)



SECOND FLOOR PLAN

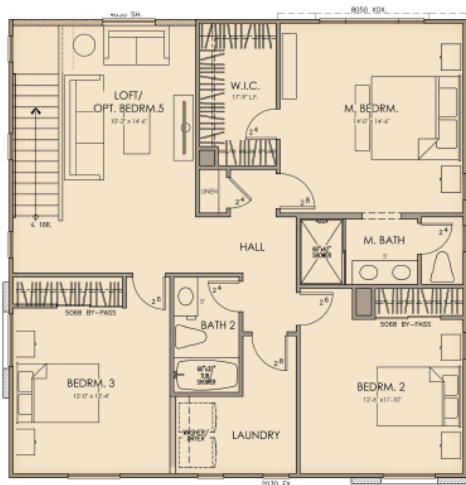


FIRST FLOOR PLAN

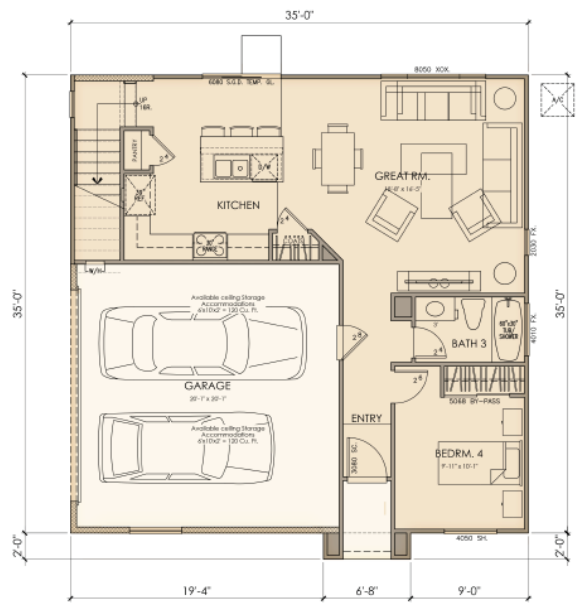
PLAN 3 (3522)
 4 BEDROOM, 3 BATH, LOFT

F
L
O
O
P

EXHIBIT E – FLOOR PLANS (CONTINUED)



SECOND FLOOR PLAN



FIRST FLOOR PLAN

PLAN 4 (3522X)
 4 BEDROOM, 3 BATH, LOFT

EXHIBIT F – RECREATION AREA



EXHIBIT F – RECREATION AREA (CONTINUED)



ATTACHMENT A:

Community Member Comments

(Comments follow this page)



PETITION COVER LETTER

September 30, 2020

Diane Ayala
City of Ontario | Planning Department
303 East B Street, Ontario, CA 91764

Re: Proposed Development Project on Campus Avenue

Attached, you will find the 96 signatures of concerned adult residents relative to opposition of the
aforementioned development.

Pursuant to your Notice, received by some in the mail, it is the understanding that you require questions,
comments and/or concerns no later than September 30, 2020 by 5:00pm (extended yesterday until the
end of the week).

If you have any questions relative to the Petition, please contact the undersigned,

Louise Lennon

(417)773-0378

Louie_louie50@yahoo.co

Attach: pages 1-9,11,13,16-20,22

HAND DELIVERED to: _____ Date: _____ Time: _____

petition cover letter



The City of Ontario has received a Tentative Parcel Map (File No. PMTT20-002 / TT 14811) to subdivide 7.32 acres of land into 92 numbered lots and 1 lettered lot in conjunction with a lot line adjustment of adjacent lot and a Development Plan (File No. PDEV20-003) to construct 92 single family dwellings located at 2862 S. Campus Avenue, within the MDR-18 (Medium Residential- 11.1 to 18.0 DUs/AC) zoning district. Included is a map showing the project's location and proposed site plan.



This notification is being sent to all residential property owners within 300 feet of the project site. The intent of the notification is to inform the surrounding property owners of the proposed project and to receive questions, comments and concerns. If you would like to find out more information regarding this project, please contact the City's Project Planner, **Diane Ayala, Senior Planner**, at (909) 395-2428 or via email at dayala@ontarioca.gov no later than **Wednesday, September 30, 2020 by 5:00 PM**.




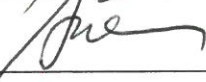

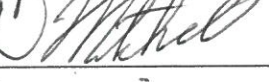

The Planning Commission will be holding a Public Hearing for this project on **Tuesday, October 27, 2020 at 6:30PM** and you will be mailed a separate notice for that public hearing.



PROPOSED SITE PLAN

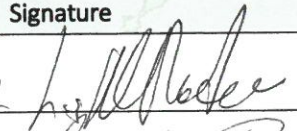
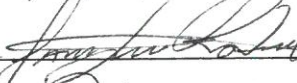

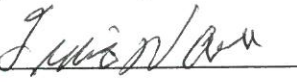
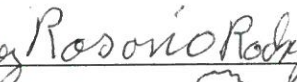
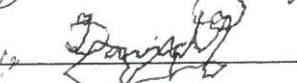
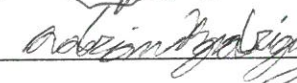
Petition to City of Ontario

| | |
|--|--|
| Petition summary and background | City of Ontario Tentative Parcel Map (File No. PMTT20-002/TT 14811) to subdivide 7.32 acres of land into 92 numbered lots and 1 adjustment of adjacent lot ad a Development Plan (File No. PDEV20-003) to construct 92 single family dwellings located at 2862 S. Campus Avenue, within the MDR-18 (Medium Residential-1.1 to 18.0 DUs/AC) zoning district. |
| Action petitioned for | <p>We, the undersigned, are concerned citizens who oppose this proposed development for, but not limited to, the following reasons:</p> <ul style="list-style-type: none"> • The development is not consistent with the current adjacent single-family homes which will affect property values. • Traffic: Estimated 184 (+) additional cars entering and exiting onto Campus Avenue across from Woodcrest/Liberty Schools, creating a higher safety risk for children than already exists. • Traffic: Additional anticipated traffic will be incurred on the streets of Euclid, Walnut, Riverside, Sultana, Monterey, East Bermuda Dunes and Saint Andrews. • Parking: Overflow from the proposed development may result in additional cars parked on adjacent residential streets. • Fire/Police: Anticipated additional strain on City of Ontario resources. |

| Printed Name | Signature | Address | Email Address/Phone Number | Date |
|------------------|---|------------------------|--|----------|
| Luis Rodriguez |  | 2742 S. Minominate P. | 909-9841507 | 09-26-20 |
| LOUISE LENNON |  | 6006 E HAZELTINE ST | 417-773-0378 louie_louies62@yahoo.com | |
| Karen Larsen |  | 549 St Andrews St | Larsenkloverizon.net | 9-26-20 |
| ALLAN LINDNAG |  | 639 E Saint Andrews St | 562 331 1177 | 9-26-20 |
| CYRIL LINDNAG |  | 639 E Saint Andrews St | 562 331-0527 | 9-26-20 |
| DEWIS MITCHELL |  | 630 HAZELTINE ST. | 909-984-4199 | 9-26-20 |
| VALERIE MITCHELL |  | 630 E. HAZELTINE ST | (909)984-4199 | 9/26/20 |

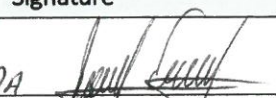
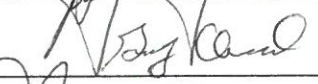
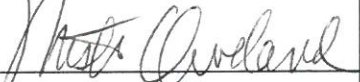

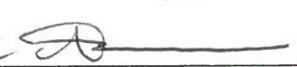
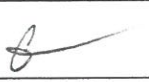

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| Printed Name | Signature | Address | Email Address/Phone Number | Date |
|-------------------|---|---------------------------------------|----------------------------------|---------|
| Luis M Rodriguez |  | 614 E HAZELTINE ST ^{ONTARIO} | Lrodriguez1@verizon.net | 9/27/20 |
| Sandra Rodriguez |  | 614 E HAZELTINE ST ONTARIO | Sandrodviguez252@verizon.net | 9/27/20 |
| Betha Valera |  | 614 E HAZELTINE ST ^{ONTARIO} | Betha Valera | 9/27/20 |
| Judith Valera |  | 614 E HAZELTINE ST ^{ONTARIO} | — | 9/27/20 |
| Rosario Rodriguez |  | 614 E HAZELTINE ST | ROSARIO2349@icloud.com | 9/27/20 |
| David Rodriguez |  | 614 E. HAZELTINE ST. | davidin2912@icloud.com | 9/27/20 |
| Adrian Rodriguez |  | 614 E. HAZELTINE ST. | adrian.rodriguez2000@verizon.net | 9/28/20 |

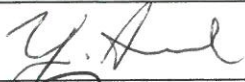






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| Printed Name | Signature | Address | Email Address/Phone Number | Date |
|------------------|---|-----------------------|----------------------------|-----------|
| JUSTINO ESTRADA |  | 568 E TAM OSHANTERS | (909) 238 4829 | 9/26/2020 |
| Gary Cleveland |  | 648 E Tam Oshanter ST | 909-460-1973 | 9-26-20 |
| Misti Cleveland |  | 648 E Tam Oshanter ST | 909-460-1973 | 9/26/20 |
| KEVIN AUREZ |  | 2665 S. MALCOLM AVE | (909) 821-2549 | 9/26/20 |
| Adrienne Alirez |  | 2605 S Malcolm Ave | 909-821-2251 | 9/26/20 |
| Tyler Tral |  | 2707 S Malcolm Ave | 957-357-5938 | 9/26/20 |
| LEONARDO ACEVEDO |  | 2751 S. MALCOLM AVE | 323-992-7010 | 9/26/20 |

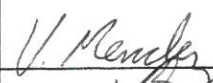



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| Printed Name | Signature | Address | Email Address/Phone Number | Date |
|-----------------|---|---|--|---------|
| YESENIA ACEVEDO |  | 2751 S. MALCOLM AVE ONTARIO CA 91761 | 323 992-7010 | 9-26-20 |
| Victoria Brown |  | 656 E. St. Andrews St | 562 7141770 | 9-26-20 |
| Jeffery Brown |  | 656 E. St. Andrews St. | 626 5335308 | 9-26-20 |
| JAMES REED |  | 584 E. TAM O'SHANTER | 709 851-1658 GONZALEZ REED ROADRUNNER | 9-26-20 |
| Jennifer Reed |  | 584 E. Tam O'Shanters St | 909-983-2628 | 9-26-20 |
| DORINE THOMAS |  | 564 E. HAZELTINE ST | 909) 988 1100 | 9-26-20 |
| Michelle Thomas |  | 564 E. Hazeltine St | 909-268-1089 | 9-26-20 |

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| Printed Name | Signature | Address | Email Address/Phone Number | Date |
|----------------|---|--------------------|----------------------------|-----------|
| Victor Mendez |  | 4088 Maple St | vmendez944@gmail.com | 9/26/20 |
| Britney Romero |  | 1322 Indian Summer | britneyromerda@icloud.com | 9/26/20 |
| Alyce Gomez |  | 1827 W Debers St. | Allybubba2@aol.com | 9/26/20 |
| Judy Torres |  | 1322 INDIAN SUMMER | | 9/26/2020 |
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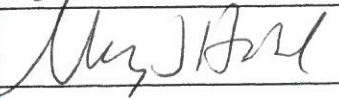
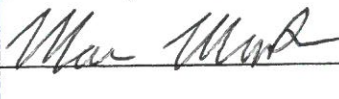
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| Printed Name | Signature | Address | Email Address/Phone Number | Date |
|----------------|-----------------------|--|----------------------------|-----------|
| Kristie Carty | <i>Kristie Carty</i> | 622E Bermuda Dunes ^{ONT} 9701 | KristieCarty@gmail.com | 9/27/2020 |
| Lorraine Saene | <i>Lorraine Saene</i> | 2641 Malcole Ave ^{Ontario} | Lorraines3@verizon.net | 9/27/20 |
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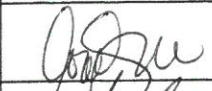
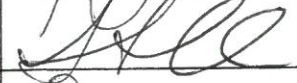
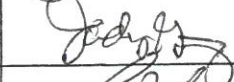
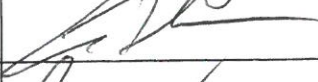
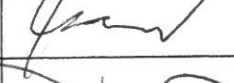
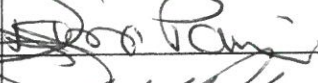

Petition to City of Ontario

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| Petition summary and background | City of Ontario Tentative Parcel Map (File No. PMTT20-002/TT 14811) to subdivide 7.32 acres of land into 92 numbered lots and 1 adjustment of adjacent lot ad a Development Plan (File No. PDEV20-003) to construct 92 single family dwellings located at 2862 S. Campus Avenue, within the MDR-18 (Medium Residential-1.1 to 18.0 DUs/AC) zoning district. |
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| Printed Name | Signature | Address | Email Address/Phone Number | Date |
|--------------|--|---|----------------------------|-----------|
| Nancy Habel |  | 533 E. Bermuda Dunes ONTARIO, CA 91761 | Kaycamb913@yahoo.com | 9/27/2020 |
| Megan Mack |  | 6060 E HAZELTINE ST ONTARIO, CA 91761 | MEGANLOUISEMACK@yahoo.com | 9/27/2020 |
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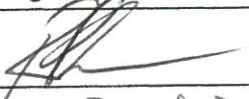


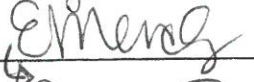
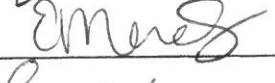
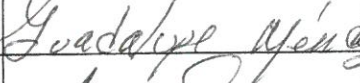
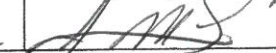
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| Rosalva Perez |  | 548 E. Bermuda Dunes Ontario CA 91761 | roperez3@verizon.net | 9-27-20 |
| Steve Airth |  | 544 E. Bermuda Dunes Ontario CA 91761 | | 9-27-20 |
| Judy Gentry |  | 572 E. Bermuda Dunes | | 9/27/2020 |
| Cesar Flores |  | 605 E. Bermuda Dunes | | 9/27/2020 |
| Maria Mejia |  | 606 E. Bermuda Dunes | selharyaj@yahoo.com | 9/27/20 |
| Gina Patten |  | 613 E. Bermuda Dunes | gingepatt@yahoo.com | 9/27/2020 |
| MATTHEW PAVUCH |  | 613 E. BERMUDA DUNES ST. | | 09/27/2020 |

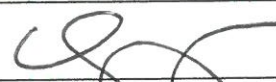




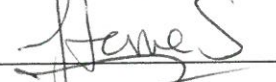

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| RICK PHILLIPS |  | 624 ST. ANDREWS | 909-287-9822 | 9-26-20 |
| Sabrina Robledo |  | (909) 441-2201 1531 E Banyan St. | Sabrina9290@yahoo.com | 9-26-20 |
| griselda Gutierrez |  | Apt. A 1190 Vernon Ave Ontario | grisgs5@yahoo.com | 9-26-20 |
| JESSIE |  | 2321 5 MAGNOLIA AVE UNIT 7E ONTARIO, CA | | 9-26-20 |
| Edith Mendez |  | 1190 vernon Ave. Ontario, CA 91762 | emendez20021@gmail.com | 9-26-20 |
| Maria Guadalupe Merdez |  | 1190 Vernon Ave. Ontario, CA 91762 | mustangirl2@gmail.com | 9/26/20 |
| JOAQUIN MERDEZ |  | 1190 VERNON AVE ONTARIO, CA 91762 | jmelectric.joaquin@gmail.com | 9/26/20 |

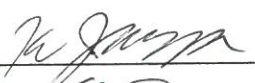

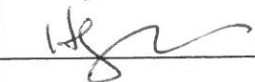
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|-------------------|---|---|---|-----------|
| Yesenia Ramirez |  | 623 E. Saint Andrews St. Ontario, CA 91761 | Ydr1014@yahoo.com 626-991-8090 | 9/26/2020 |
| Greg Ramirez |  | 623 E. Saint Andrews St. Ontario, CA 91761 | grgster1@gmail.com 909-275-5551 | 9/26/2020 |
| Patrick Mack |  | 666 E HAZELTINE ST ONTARIO CA 91761 | Pmack5507@gmail.com 931-319-6186 | 9/26/20 |
| Mary Mack |  | 606 E. Hazeltine St. Ontario, CA 91761 | Meggiess07@yahoo.com 931-319-6244 | 9/26/20 |
| Ryan Torres |  | 640 E. Saint Andrews Ontario, CA. 91761 | Torresryan90@gmail.com 626-533-3934 | 9/26/20 |
| Jacqueline Torres |  | 640 E. Saint Andrew Ontario, CA 91761 | Jmendez1026@hotmail.com (909) 573-6449 | 9/26/20 |
| Frank S. ... |  | 2735 S. Miramonte Pl Ontario CA 91761 | fstross1@roadrunner.com (709) | 9/26/20 |








Petition to City of Ontario

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|-----------------|---|---------------------|----------------------------|-----------|
| Keirstyn Jasper |  | 2767 S. Malcolm Ave | (909) 342-4770 | 9/27/2020 |
| Kyle Jasper |  | 2767 S Malcolm Ave | (909) 342 -4770 | 9/27/20 |
| Heping Zhao |  | 572 E HazelTINE ST. | (714) 757-8177 | 9/27/20 |
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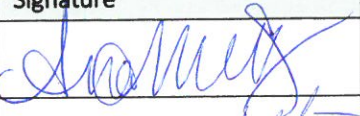


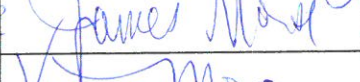
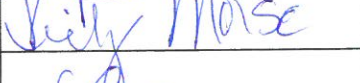
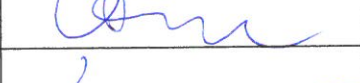
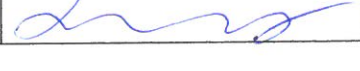
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| Printed Name | Signature | Address | Email Address/Phone Number | Date |
|----------------|---|----------------------|----------------------------|---------|
| John Tran |  | 531 E Deerfield St | jtrns@yahoo.com | 9/26/20 |
| JOE BAHENA |  | 2813 S. MONTEREY AV. | JB25464@GMAIL.COM | 9-26-20 |
| Lex Villediego |  | 520 DEERFIELD ST | vlradleglex@yahoo.com | 9/26/20 |
| Tony Gomez |  | 514 E Deerfield St | tony-gomez13@verizon.net | 9-26-20 |
| RED SMARINI |  | 507 DEERFIELD ST. | LEUSKOBED@GMAIL.COM | 9/26/20 |
| JOE LUNA |  | 2825 SULTANA AVE | LUNEE@AOL.COM | 9/26/20 |
| Kevin Zhou |  | 2831 sultana Ave | (626)-922-2200 | 9/26/20 |





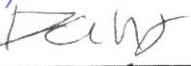
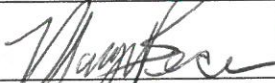

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| Printed Name | Signature | Address | Email Address/Phone Number | Date |
|--------------------|---|---|----------------------------|-----------|
| Ana Mendora |  | 2801 S. Sultana Ave Ontario, CA 91761 | amendora_001@yahoo.com | 9/26/2020 |
| RENE DIOS BALTAZAR |  | ONTARIO 91761 2824 S. MONTEREY AVE Ontario CA 91761 | R.BALTAZAR.55@AOL.COM | 9-26-2020 |
| Angelica Martinez |  | 2837 S. Monterey | martinezaj91@evanzon.net | 9-26-2020 |
| James Morse |  | 2843 S. Monterey ave | - | |
| Vicky Morse |  | 2843 S. Monterey ave | Sister Vicki100@tel.com | 9/26/20 |
| Qi Tang |  | 540 Doral St. | tangqi559@163.com | 9/26/20 |
| Lu Wang |  | 534 Doral St | lucylulu1209@yahoo.com | 9/26/20 |

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| JOSEPH LOPEZ |  | 522 DORAL ST | | |
| Chris Trout |  | 516 Doral st | 909-702-4155 | 9/26/20 |
| ALEX TORRES |  | 509 DORAL | 909-467-5653 | 9/26/20 |
| Jose Ruiz |  | 2655 S. Sultana Ave | 909-262-7277 | 9/26/20 |
| Dana |  | 2831 Monterey Ave | 909 225-1149 | 9-26-20 |
| Margarita Becerra |  | 513 E Deerfield st. | (909) 975-1492 | 9/26/20 |
| Mitchell Leal |  | 2820 South Monterey Ave, | mitchell.leal17@gmail.com | 9/26/20 |

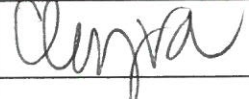
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|---------------------|----------------------------|--------------------------------|----------------------------|-----------|
| Jennifer Melo | <i>Jennifer Melo</i> | 2820 South Monterey Ave | melojenn@aol.com | 9/24/20 |
| BOB SPENCE | <i>Robert Spence</i> | 537 E. DEERFIELD ST ONTARIO | BOBSPENCEUSA@MSN.COM | 9/26/20 |
| <i>Amy Zhou</i> | <i>Amy Zhou</i> | 531 E Deerfield ST | / | 9/26/20 |
| AIRUA YU | <i>Airua Yu</i> | 531 Deerfield St | | 9/26/2020 |
| JAMES SPENCE | <i>Jimmy Spence</i> | 537 E DEERFIELD ST | RICEBRNR909@HOTMAIL.COM | 9/27/2020 |
| Teresia McCollister | <i>Teresia McCollister</i> | 526 Deerfield St | coxte1@MSN.COM | 9/28/2020 |
| SCOTT BARUTH | <i>Scott Baruth</i> | 543 E. DEERFIELD ST | sbbaruth@frontier.com | 9/28/20 |

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| Cindy Leyra |  | 2825 S. Monterey Ave. | dodgerette2006@yahoo.com | 9-28-2020 |
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| Printed Name | Signature | Address | Email Address/Phone Number | Date |
|--------------------|---------------------------|----------------------------------|-------------------------------|---------|
| Xochitl Tellez | <i>Xochitl Tellez</i> | 2723 S Pleasant | Xochitl0426@gmail.com | |
| Anthony Tijerina | <i>Anthony Tijerina</i> | 2723 South Pleasant Ave | AnthonyTijerina@yahoo.com | |
| Luis Olvera | <i>Luis Olvera</i> | 2723 S Pleasant | luisOlvera224@icloud.com | |
| Jose Luis Tijerina | <i>Jose Luis Tijerina</i> | 2723 S Pleasant | jes=luisTijerina23@igmail.com | 9-27-20 |
| Melissa Aispuro | <i>Melissa Aispuro</i> | 2642 S. Pleasant Ave | CAispuro2002@gmail.com | 9/27/20 |
| Kevin Booth | <i>Kevin Booth</i> | 525 E BELLEVUE DUNES RD 91761 | | 9/27/20 |
| Robert Collin | <i>Robert Collin</i> | 541 E BERMUDA DUNES | | |

From: [Diane Ayala](#)
To: "xxTHE_Beast_TITANxx"
Subject: RE: 92 fam. dwellings on Campus Avenue
Date: Monday, October 5, 2020 11:20:00 AM
Attachments: [image001.png](#)

Good Morning,

Thank you for the input on the project. Your comments will be included in the project record. If the City hosts a community meeting is held to present project or if the project moves forward to public hearing, you will be notified.

As always if you should have any questions, please feel free to contact me.

DIANE AYALA

Senior Planner
City of Ontario | Planning Department
303 East B Street, Ontario, CA 91764
909.395.2428 direct
dayala@ontarioca.gov



From: xxTHE_Beast_TITANxx <kidtrail@aol.com>
Sent: Wednesday, September 30, 2020 8:52 AM
To: Diane Ayala <DAyala@ontarioca.gov>
Subject: 92 fam. dwellings on Campus Avenue

Dear Mrs. Ayala,

I am writing to express my concern over the proposed project and development plan for building 92 single family dwellings on a lot that is adjacent to my neighborhood. I feel this is an extremely bad idea! This whole area is already very very congested with so much traffic. We are sand-wiched between Euclid, Grove, and Riverside Drives which have already turned into a drive thru for all the big rigs.

This property is also extremely close to the swap-meet which brings in extra traffic on Saturdays, Sundays, and Tuesdays. It is diagonally across from Wood Crest Middle School which already super busy in the mornings and after school on regular school days. There is no room for 92 more families in this area.

We already have a lot of apartments and town-homes. We definitely do not need more houses. More people only means more crime. I live in the block behind where this project will be built and have already experience our vehicles being broken into several times these past two years.

What should be built there is something that is going to benefit our community. More houses does not

benefit us in any way. Please take my concerns into consideration. If you have any questions for me please call me at (909)215-6468.

Thank you,
Guadalupe Sanchez-Luna
Ontario Resident

From: [Diane Ayala](#)
To: [Lisabeth Hengehold-Lockie](#)
Subject: RE: 92 homes projected complex build
Date: Thursday, September 24, 2020 10:38:00 AM

Good Morning,

I am following up on our conversation the other day about the proposed project and let you know that your comments will be included in the project file. As I mentioned, if the City hosts a community meeting to present the project or the project moves forward to a public hearing, you will be notified.

As always if you should have any questions, please feel free to contact me. Thank you again for your time.

DIANE AYALA
Senior Planner
City of Ontario | Planning Department
303 East B Street, Ontario, CA 91764
909.395.2428 direct
dayala@ontarioca.gov

-----Original Message-----

From: Diane Ayala
Sent: Tuesday, September 22, 2020 3:16 PM
To: Lisabeth Hengehold-Lockie <mom2kids@ymail.com>
Subject: RE: 92 homes projected complex build

Hi Lisabeth,

I tried to call the number below but it says that the number cannot be reached. Can you confirm the number is (909) 635-0560? Or if you have another number where I can reach you?

DIANE AYALA
Senior Planner
City of Ontario | Planning Department
303 East B Street, Ontario, CA 91764
909.395.2428 direct
dayala@ontarioca.gov

-----Original Message-----

From: Lisabeth Hengehold-Lockie <mom2kids@ymail.com>
Sent: Tuesday, September 22, 2020 2:14 PM
To: Diane Ayala <DAyala@ontarioca.gov>
Subject: Re: 92 homes projected complex build

9096350560

Sent from my iPhone

> On Sep 22, 2020, at 1:56 PM, Diane Ayala <DAYala@ontarioca.gov> wrote:
>
> Thank you for your response. Do you have a number that I can call you on to discuss the application, project and process?
>
>
> DIANE AYALA
> Senior Planner
> City of Ontario | Planning Department
> 303 East B Street, Ontario, CA 91764
> 909.395.2428 direct
> dayala@ontarioca.gov
>
>
>
>
> -----Original Message-----
> From: Lisabeth Hengehold-Lockie <mom2kids@ymail.com>
> Sent: Tuesday, September 22, 2020 1:52 PM
> To: Diane Ayala <DAYala@ontarioca.gov>
> Subject: 92 homes projected complex build
>
>
> Hi,
> Just wanted to let you know myself and my family do not want homes built behind us on the 7 acres of farm land. The pamphlet you sent out with the proposed drawing looks like it's already a done deal and the land has been sold to build these mini homes. We like the open view and the homes projected to be built do not match up to the existing homes already surrounding the land. This will bring down our homes value. A neighbor down the street just bought the house because there was no houses behind them.
>
> Please do not let this deal go through
>
> Thank you
> Lisabeth Hengehold
>
> Sent from my iPhone

From: [Diane Ayala](#)
To: ["Emmanuel Medina"](#)
Subject: RE: 2862 S. Campus Ave
Date: Tuesday, October 6, 2020 10:07:00 AM

Good Morning,

The City has received development plan and tentative tract map applications for the proposed development. The project is currently under review. We will mostly likely host a community meeting to share the project in more detail and receive additional comments within the next few weeks. If you received a mail notice informing you of the applications, you will also receive a notice for the community meeting. The Planning Commission is the approving body for the project. You will receive a mail notice when, and if, the Planning Commission holds a public hearing to review and make a decision on the project.

DIANE AYALA
Senior Planner
City of Ontario | Planning Department
303 East B Street, Ontario, CA 91764
909.395.2428 direct
dayala@ontarioca.gov

-----Original Message-----

From: Emmanuel Medina <cplmedina@gmail.com>
Sent: Tuesday, October 6, 2020 9:57 AM
To: Diane Ayala <DAyala@ontarioca.gov>
Subject: Re: 2862 S. Campus Ave

I never received a reply to my email.

Sent from my iPhone

> On Sep 29, 2020, at 12:26 PM, Emmanuel Medina <cplmedina@gmail.com> wrote:

>

>

> Good morning. I received a notice for the proposed project for the single family homes across the street in the back of my house. When will construction begin, or is this something that still needs to be approved?

>

> Emmanuel Medina

From: [Diane Ayala](#)
To: [John](#)
Subject: RE: Concerns on Development Plan (File No. PDEV20-003)
Date: Monday, September 28, 2020 8:22:00 AM
Attachments: [image001.png](#)

Mr. Tran,

Thank you for providing comments. City Traffic Engineering is currently reviewing potential impacts to traffic as a result of the project. Your comments will be included in the project record. You will be notified if the City hosts a community meeting to share project in more detail or if the project moves forward to a public hearing.

Regards,

DIANE AYALA

Senior Planner

City of Ontario | Planning Department

303 East B Street, Ontario, CA 91764

909.395.2428 direct

dayala@ontarioca.gov



From: John <cyberjohn11@gmail.com>
Sent: Thursday, September 24, 2020 5:42 PM
To: Diane Ayala <DAYala@ontarioca.gov>
Subject: Concerns on Development Plan (File No. PDEV20-003)

Hello Diane,

I'm writing to express our opposition on the proposed dense development (File No. PDEV20-003) on an empty lot at Campus Ave., right across Liberty Elementary and Woodcrest junior high. What are some of the options we can express our oppositions?

Some of the concerns are:

- Will create heavy traffic near the schools where children cross the street every day.
- Will create overflow street parking near schools.
- The dense development does not fit the neighborhood.
- May generate high crimes in the neighborhood.

- Home values will go down

John Tran

Cross street at Deerfield St and Sultana Ave.

Ontario, CA 91761

From: [Diane Ayala](#)
To: [Jacqueline Mendez](#)
Subject: RE: Home Project on Campus and Riverside Dr.
Date: Thursday, September 24, 2020 10:42:00 AM
Attachments: [image001.png](#)

Good Morning,

I am following up on our conversation the other day about the proposed project and let you know that your comments will be included in the project file. As I mentioned, if the City hosts a community meeting to present the project or the project moves forward to a public hearing, you will be notified.

As always if you should have any questions, please feel free to contact me. Thank you again for your time.

DIANE AYALA

Senior Planner
City of Ontario | Planning Department
303 East B Street, Ontario, CA 91764
909.395.2428 direct
dayala@ontarioca.gov



From: Diane Ayala
Sent: Tuesday, September 22, 2020 2:04 PM
To: Jacqueline Mendez <Jmendez1026@hotmail.com>
Subject: RE: Home Project on Campus and Riverside Dr.

Ms. Mendez,

Thank you for your response. Do you have a number that I can call you on to discuss project and processing?

DIANE AYALA

Senior Planner
City of Ontario | Planning Department
303 East B Street, Ontario, CA 91764
909.395.2428 direct

dayala@ontarioca.gov



From: Jacqueline Mendez <Jmendez1026@hotmail.com>

Sent: Tuesday, September 22, 2020 2:01 PM

To: Diane Ayala <DAyala@ontarioca.gov>

Subject: Home Project on Campus and Riverside Dr.

To whom it may concern,

My husband and I recently moved to one of the homes behind the lot on Campus and Riverside Dr. in Ontario. Our number one reason for purchasing this home was the empty lot behind us.

Today I have been made aware through social media that there are plans waiting to be approved to build homes on this empty lot. We purchased the home on July 10th but moved on August 10th. We didn't receive any type of notification during this time. There are major red flags with the proposed plan, the homes are not consistent with our home size and lots in our area. This will impact the housing value that we have been working so hard to maintain and to help grow.

Throughout the years I have seen home communities continuously grow with the minimum requirements to squeeze as many homes as possible on any given lot.

Traffic will increase in a school zone where kids normally cross the streets. These homes will bring more children to nearby schools that are not equipped with enough classrooms. I work at a CVUSD school where we no longer have a computer lab, speech, intervention or RSP classrooms due to overcrowding.

I hope you take this into consideration and decline the housing plans.

Sincerely,
Jacqueline Torres

From: [Tonie Aguirre](#)
To: [Diane Ayala](#)
Subject: Re: New development across this Woodcrest Middle School
Date: Thursday, September 24, 2020 9:45:29 PM

Hello Ms Ayala,

Thank you for your prompt response.

The information about the possible new development was posted on the Next-door app. We don't live within 300 ft of the parcel in question. However, I do drive up and down Campus and Walnut Ave. Also I have two nieces who live with me who attend Liberty and Woodcrest schools.

I understand they are on internet schooling at the moment, but eventually they will be attending on site and I am concerned about the added traffic.

Thank you for your time.

Tonie Aguirre
909-238-4826

Sent from my iPhone

> On Sep 24, 2020, at 10:29 AM, Diane Ayala <DAYala@ontarioca.gov> wrote:

>

> Mr. Aguirre,

>

> Thank you for providing comments. Your comments will be included in the project record. You will be notified if the City hosts a community meeting to share project in more detail or if the project moves forward to a public hearing.

>

> How did you receive notification of this project? Was it mailed to your property?

>

>

> DIANE AYALA

> Senior Planner

> City of Ontario | Planning Department

> 303 East B Street, Ontario, CA 91764

> 909.395.2428 direct

> dayala@ontarioca.gov

>

> -----Original Message-----

> From: Tonie Aguirre <taguirre48@gmail.com>

> Sent: Wednesday, September 23, 2020 11:34 PM

> To: Diane Ayala <DAYala@ontarioca.gov>

> Subject: New development across this Woodcrest Middle School

>

> I am against the very dense development proposed at the above mentioned location.

> The traffic at the intersection of Walnut and Campus has grown so much in the 33 years I have lived in this neighborhood.

> Please consider the children's safety.

>

> Thank you for your time.

>

>

> Tonie Aguirre

> 909-238-4826

>
>
> Sent from my iPhone

From: [Diane Ayala](#)
To: [Scott Baruth](#)
Subject: RE: New housing project
Date: Monday, September 28, 2020 8:21:00 AM

Mr. Baruth,

Thank you for providing comments. City Traffic Engineering is currently reviewing potential impacts to traffic as a result of the project. Your comments will be included in the project record. You will be notified if the City hosts a community meeting to share project in more detail or if the project moves forward to a public hearing.

Regards,

DIANE AYALA
Senior Planner
City of Ontario | Planning Department
303 East B Street, Ontario, CA 91764
909.395.2428 direct
dayala@ontarioca.gov

-----Original Message-----

From: Scott Baruth <sbbaruth@frontier.com>
Sent: Friday, September 25, 2020 10:33 AM
To: Diane Ayala <DAyala@ontarioca.gov>
Subject: New housing project

Hello Ms. Ayala- My name is Scott and contacting you in regards to the proposed housing project to be built on Campus between Riverside and Walnut St. across from Woodcrest School. While I don't have a problem with building homes on the lot, my concern is the amount of homes being squeezed into a lot that size and that close to the school. I think it will be traffic nightmare. Since these homes will basically have no backyard (like the rest of the homes in the neighborhood), we will loose any kind of privacy. I understand that the builder wants to make as much money as possible with these homes, but shouldn't they fit into the neighborhood and not create so much congestion in front of a school. Thank you for reading this and considering the points I've brought up. Scott.

Sent from my iPhone

From: [Diane Ayala](#)
To: [Torres, Ryan](#)
Subject: RE: Ontario proposed new house construction concerns
Date: Wednesday, September 23, 2020 4:11:00 PM
Attachments: [image001.png](#)

Good Afternoon,

Thank you for your comments. We are considering hosting a community meeting to share the proposed project. If we do, you will be notified by mail or email. If we do not host a meeting and the project moves forward to public hearing, you will receive a notice. If a public hearing is held, your comments will be presented to the Planning Commission and recorded as part of the project record/file.

Regards,

DIANE AYALA

Senior Planner
City of Ontario | Planning Department
303 East B Street, Ontario, CA 91764
909.395.2428 direct
dayala@ontarioca.gov



From: Torres, Ryan <rytorres@sbcscd.org>
Sent: Wednesday, September 23, 2020 12:06 PM
To: Diane Ayala <DAyala@ontarioca.gov>
Subject: Ontario proposed new house construction concerns

Good morning Miss Ayala,

My name is Ryan Torres I am an Army Veteran, San Bernardino County Sheriff's Deputy and a resident that lives off E Saint Andrews St. I am reaching out to you regarding the 92 homes that are proposed to be built on the 7-acre lot on Campus across from Woodcrest School.

I am concerned about the quality of the environment for current residents and my family. Many of the residences bought their homes and enjoy the fact they do not have any

neighbors behind their homes. If homes were built it would cause loss of enjoyment for the current residence. It would also cause interference within the neighborhood. There would be an increase of cars, people, and the heighten chance of crime. We already had the issue of vehicle theft, vehicle burglaries and residential burglaries. When you add more people, this becomes a bigger issue. According to data that was released from the FBI in September 2019 our city has a D crime rating.

I saw the proposed plans and the new houses look small; they are not nearly the same size as the existing houses in the area. I am concerned that the new homes can negatively affect property value. To your knowledge would there be an increase in property taxes?

I am also concerned about the harmful material used that causes discomfort to residence. According to the Environmental Protection Agency the construction of a new homes can play a major role in the buildup and accumulation of chemicals in the air of the environment. There are high amounts of chemicals and building materials that are used in new construction. The building materials that are used such as plastics, adhesives and glues, polyurethane spray foam, and even paint fumes can all release chemical compounds into the air that will work together to significantly compromise the air quality. When the air quality is tainted it will affect the health of the current residence. These elevated levels of chemical pollutants also travel indoor and disturb indoor air quality.

Very Respectfully,

Deputy R. Torres

West Valley Detention Center

San Bernardino County Sheriff's Department

rytorres@sbcasd.org

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From: [Diane Ayala](#)
To: [Denis & Valerie Mitchell](#)
Subject: RE: PROPOSED PROJECT AT 2862 S. CAMPUS AVENUE
Date: Thursday, September 24, 2020 10:34:00 AM
Attachments: [image001.png](#)

Good Morning,

I wanted to follow up on our brief conversation about the project application and let you know that your comments will be included in the project record. If the City hosts a community meeting is held to present project or if the project moves forward to public hearing, you will be notified.

As always if you should have any questions, please feel free to contact me.

DIANE AYALA

Senior Planner

City of Ontario | Planning Department

303 East B Street, Ontario, CA 91764

909.395.2428 direct

dayala@ontarioca.gov



From: Diane Ayala <DAyala@ontarioca.gov>
Sent: Tuesday, September 22, 2020 3:26 PM
To: Denis & Valerie Mitchell <dvmitchell2000@aol.com>
Subject: Re: PROPOSED PROJECT AT 2862 S. CAMPUS AVENUE

It will be from an unlisted number.

From: Denis & Valerie Mitchell <dvmitchell2000@aol.com>
Sent: Tuesday, September 22, 2020 3:25 PM
To: Diane Ayala <DAyala@ontarioca.gov>
Subject: Fwd: PROPOSED PROJECT AT 2862 S. CAMPUS AVENUE

Awaiting your call.

-----Original Message-----

From: Denis & Valerie Mitchell <dvmitchell2000@aol.com>
To: DAyala@ontarioca.gov <DAyala@ontarioca.gov>
Sent: Tue, Sep 22, 2020 3:23 pm
Subject: Re: PROPOSED PROJECT AT 2862 S. CAMPUS AVENUE

Sure.

-----Original Message-----

From: Diane Ayala <DAyala@ontarioca.gov>
To: Denis & Valerie Mitchell <dvmitchell2000@aol.com>
Sent: Tue, Sep 22, 2020 3:21 pm
Subject: RE: PROPOSED PROJECT AT 2862 S. CAMPUS AVENUE

I can call you back now if that is good for you.

From: Denis & Valerie Mitchell <dvmitchell2000@aol.com>
Sent: Tuesday, September 22, 2020 3:21 PM
To: Diane Ayala <DAyala@ontarioca.gov>
Subject: Re: PROPOSED PROJECT AT 2862 S. CAMPUS AVENUE

Per request,

Denis & Valerie Mitchell
(909)984-4199

-----Original Message-----

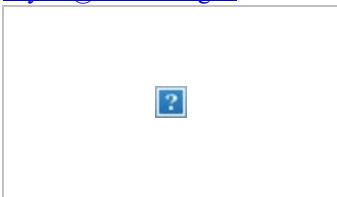
From: Diane Ayala <DAyala@ontarioca.gov>
To: Denis & Valerie Mitchell <dvmitchell2000@aol.com>
Sent: Tue, Sep 22, 2020 3:17 pm
Subject: RE: PROPOSED PROJECT AT 2862 S. CAMPUS AVENUE

Good Afternoon,

Thank you for your response. Do you have a phone number where I can contact you to discuss project and processing?

DIANE AYALA

Senior Planner
City of Ontario | Planning Department
303 East B Street, Ontario, CA 91764
909.395.2428 direct
dayala@ontarioca.gov



From: Denis & Valerie Mitchell <dvmitchell2000@aol.com>
Sent: Tuesday, September 22, 2020 2:44 PM
To: Diane Ayala <DAyala@ontarioca.gov>
Subject: PROPOSED PROJECT AT 2862 S. CAMPUS AVENUE

Dear Diane Ayala,

We are **AGAINST APPROVAL** of the proposed project located at 2862 S. Campus Avenue.

The proposed 92 homes are not consistent with the home sizes and lots in our area. If this project is allowed to move forward, it will negatively impact the home values and traffic in our area. Also, notification has not been provided to all those who will be impacted by this proposed project by only sending notification to residents within "300 feet" of the project site.

Regards,
Denis & Valerie Mitchell
630 E. Hazeltine Street

From: louie_louie50@yahoo.com
To: [Diane Ayala](#)
Subject: Re: Proposed subdivision Campus
Date: Tuesday, September 29, 2020 4:22:11 PM
Attachments: [image001.png](#)

Ok Thankyou that's really good to know. Thanks for getting back to me. Louise Lennon

On Tuesday, September 29, 2020, 01:14:47 PM PDT, Diane Ayala <dayala@ontarioca.gov> wrote:

Good Afternoon,

Feel free to submit to the Planning Department at City Hall in person or by email. I am accepting comments through the end of the week.

DIANE AYALA

Senior Planner

City of Ontario | Planning Department
303 East B Street, Ontario, CA 91764

[909.395.2428](tel:909.395.2428) direct

dayala@ontarioca.gov



From: louie_louie50@yahoo.com <louie_louie50@yahoo.com>
Sent: Tuesday, September 29, 2020 9:57 AM
To: Diane Ayala <DAyala@ontarioca.gov>
Subject: Re: Proposed subdivision Campus

Hi Diane

I just left you a voicemail and thought I'd follow it up with an email.

I have physical signatures on a petition that residents have put together. It is my understanding that you

require them by tomorrow by 5:00 pm.
Where and when will I be able to hand deliver them to you

Please let me know by telephone [417 773 0378](tel:4177730378) or respond to this email.
Thankyou
Louise

On Thursday, September 24, 2020, 10:56:08 AM PDT, Diane Ayala <dayala@ontarioca.gov> wrote:

Good Morning,

There is no request to change zoning designation of property to facilitate development of the proposed project. If the City hosts a community meeting to present the project or if the project moves forward to public hearing, you will be notified. Your email with comments will be included in the project record and shared with the approving authority.

Thank you for your time.

Regards,

DIANE AYALA
Senior Planner
City of Ontario | Planning Department
303 East B Street, Ontario, CA 91764
909.395.2428 direct
dayala@ontarioca.gov

-----Original Message-----

From: louie_louie50@yahoo.com <louie_louie50@yahoo.com>
Sent: Tuesday, September 22, 2020 2:17 PM
To: Diane Ayala <DAyala@ontarioca.gov>
Subject: Proposed subdivision Campus

Thank you for your call however I do not answer "no name" caller Id calls so therefore I missed speaking in person. I would like to know if the zoning has changed to accommodate this proposal. Also I would like a copy of the proposal.
I would like to petition to change this proposal and would like to know what you need from my neighbors in order to facilitate it.
Thank you.
Louise Lennon

From: [Diane Ayala](#)
To: ["Angela Miramontes"](#)
Subject: RE: Tentative Parcel Map (File No. PMTT20-002/TT14811)
Date: Friday, October 2, 2020 11:35:00 AM
Attachments: [image001.png](#)

Hi Angela,

Thank you for your comments. Please follow links below to learn about Ontario's participation in fostering a sustainable community. I think that you will find the TOP Policy Plan and TOP EIR most informative. Topics such as climate change and the Climate Action Plan (CAP), air quality and biology are all addressed in the EIR. The City is currently undergoing a state mandated update of the plan. You may be interested in participating in this process. Please check the City's Planning Department website over the next few months for more information on this project.

Additionally, you may be interested in the Santa Ana Mill Creek Wetlands located at the Prado Basin near Prado Dam. This area was a multi-jurisdictional (San Bernardino, Orange, and Riverside Counties) regional watershed water quality management project via stormwater wetlands treatment. Additionally, the completed project provides regional environmental and recreational benefits, restores habitats, and protects ecological resources. The City was a key participant in this project. I provided a link is to Orange County Water District which highlights the habitat restoration.

Orange County Water District- Wetlands

<https://www.ocwd.com/what-we-do/environmental-stewardship/prado-constructed-wetlands/>

California Green Building Standards

<https://www.dgs.ca.gov/BSC/Resources/Page-Content/Building-Standards-Commission-Resources-List-Folder/CALGreen>

The Ontario Plan (TOP)

<http://www.ontarioplan.org/>

The Ontario Plan Policy Plan (General Plan)

<http://www.ontarioplan.org/policy-plan/>

TOP Environmental Impact Report

<http://www.ontarioplan.org/environmental-impact-report/>

Ontario Landscape Planning

<https://www.ontarioca.gov/Planning/Landscape>

Ontario Municipal Utilities Company

<https://www.ontarioca.gov/OntarioWaterWise>

If you should have any additional questions, please feel free to contact me.

DIANE AYALA

Senior Planner

City of Ontario | Planning Department

303 East B Street, Ontario, CA 91764

909.395.2428 direct

dayala@ontarioca.gov



From: Angela Miramontes <amira3857@gmail.com>

Sent: Wednesday, September 30, 2020 12:59 PM

To: Diane Ayala <DAyala@ontarioca.gov>

Subject: Tentative Parcel Map (File No. PMTT20-002/TT14811)

Hello,

I would like to know what the City of Ontario is doing to require new developers to create green homes and green spaces within each complex? We are displacing native life left and right with new housing complexes and warehouses. Developers should be required to plant only native habitats in each community to off-set carbon emissions and help support the local flora and fauna. Does Ontario share this same green vision in the face of climate change? I am not seeing it.

Thank you for your time,

Angela Miramontes

From: [Diane Ayala](#)
To: [Zahira Neemuchwala](#)
Subject: RE: Tentative Parcel Map file PMTT20-002 / TT 14811
Date: Thursday, September 24, 2020 2:57:00 PM
Attachments: [image001.png](#)

Good Afternoon,

Thank you for submitting your concerns. The City's traffic engineering is currently reviewing potential traffic impacts as a result of the project. The zoning designation is currently MDR-18 (11.1 to 18 du/ac) and no change has been requested by the property owner to change the zoning designation. Please note that the property south and southwest of project site are zoned MDR-18 and are developed with attached multiple family dwelling units. The current zoning on the property allows up to 132 attached multiple family units and requires a minimum of 82 units. The application received is for 92 (12.5 du/ac) detached single family homes. There are adequate utilities to serve the proposed 92 units.

Please note that your comments will be included in the project record. If the City hosts a community meeting to share the proposed project or if the project moves forward to public hearing, you will be notified.

Thank you again for time and input.

Regards,

DIANE AYALA

Senior Planner
City of Ontario | Planning Department
303 East B Street, Ontario, CA 91764
909.395.2428 direct
dayala@ontarioca.gov



From: Zahira Neemuchwala <zneemuchwala@gmail.com>
Sent: Thursday, September 24, 2020 2:38 PM
To: Diane Ayala <DAyala@ontarioca.gov>
Subject: Tentative Parcel Map file PMTT20-002 / TT 14811

Hello Ms. Diane,

I received notification of the proposal to build 92 lots on a said 7.32 acres that is within 300 ft of my residence located at 2862 South Campus Avenue.

I have a few concerns that I would like to bring to your attention.

- The sheer number of lots will drive increased traffic to Campus Avenue and St. Andrews Street changing our existing neighborhood and the increased noise pollution will reduce our living standards. We have a crosswalk from St. Andrews to Woodcrest Junior High School and the existing traffic on Campus Drive does not stop nor do they slow down when pedestrians and specifically children are crossing the street. I strongly recommend we install speed bumps on Campus to slow down traffic for increased safety for the local residents. I put in this request through the City of Ontario site but received no response.
- Also, we recognize the need for housing but demand this 7.32 acre lot be changed to a zone density of 7 lots per acre in accordance with the other parcels in the surrounding area. We do not want our properties to reduce in value because of this new construction.
- Will this construction be on the same electrical grid lines as our neighborhood? We do not want our lines to be overburdened and result in electrical outages or rolling blackouts in order for us to be forced to conserve energy.

I sincerely hope you will consider the above as you continue the planning stages of this proposal taking full consideration of the local residents that have been here for over 25 years.

Thank you,
Zahira Neemuchwala



COMMUNITY MEETING NOTICE

Please join the City of Ontario Planning Department for an in-person **Community Meeting** to present a proposed development project located at 2862 South Campus Avenue and to receive comments and answer questions. This notice has been mailed to you because your property is located near the project site and/or because you have requested this notification.

MEETING PRESENTATION DATE AND TIME:

**Location: Ontario Police Department, Community Room
2500 South Archibald Avenue, Ontario, CA 91761**

**Date: Wednesday, October 21, 2020
Time: 6:00 PM– 7:30 PM
Check-in starts at 5:45 PM**

In an effort to prevent and reduce the spread of COVID-19, attendants will be screened with temperature checks are required to wear masks at all times.



PROJECT DESCRIPTION AND SITE PLAN

The City of Ontario has received applications requesting a Tentative Parcel Map (File No. PMTT20-002 / TT 20335) to subdivide 7.32 acres of land into one numbered lot for condominium purposes and a Development Plan (File No. PDEV20-003) to construct 92 detached single-family dwellings located at 2862 S. Campus Avenue, within the MDR-18 (Medium Residential- 11.1 to 18.0 DUs/AC) zoning district. Included is a map showing the project's location (above) and proposed site plan (below).



CITY CONTACT:

Diane Ayala,
Senior Planner

Phone: (909) 395-2428

E-mail:
dayala@ontarioca.gov



COMMUNITY MEETING SIGN-IN SHEET

PMTT20-002 AND PDEV20-003
OCTOBER 21, 2020

| NAME | ADDRESS | TELEPHONE | E-MAIL |
|-----------------|-----------------------------|----------------|--------------------------------------|
| LUIS RODRIGUEZ | 2742 S. MIRAMONTE PL. | 909) 984-1507 | dierangels94@yahoo.com |
| CHARLES THOMAS | 564 E HAZELTINE ST | (909) 988-1100 | 00HN050@YAHOO.COM NOTE: NO ZERO'S |
| Victor Braun | 656 E. St. Andrews St | 562) 7141770 | Vikjef4ever@yahoo.com |
| Leoise Lennon | 606 E HAZETTINE ST | 417-773 0378 | louise_louise50@yahoo.com |
| Mary Mack | 606 E Hazeltine St | 931-319-6244 | meggie5507@yahoo.com |
| Patrick Mack | 606 E. Hazeltine St | 931-319-6186 | pmack5507@gmail.com |
| Dennis MITCHELL | 63 @ HAZELTINE ST | 909-984-4199 | dvmitchell2000@tdc.com |



COMMUNITY MEETING SIGN-IN SHEET

PMTT20-002 AND PDEV20-003
OCTOBER 21, 2020

| NAME | ADDRESS | TELEPHONE | E-MAIL |
|------------------|---|-----------------|-----------------------------|
| VALERIE MITCHELL | 430 E. HAZETTINE ONTARIO 91761 | 909 984 4199 | dvmitchell42000@aol.com |
| Ernesto Davalos | 2868 S. Phoenix Ave Ontario, 91761 | 909 292-3589 | ernesto.davalos56@gmail.com |
| Mary McElwee | 831 E Deerfield St. Ontario 91761 | | |
| EDDIE DAVALOS | 2868 S. PHOENIX PL ONTARIO, CA 91761 | 909-292-3591 | |
| JOE BAHENA | 2813 S. MONTEREY ONTARIO, CA. | (909)984-0898 | |
| John Tran | 531 E Deerfield Ontario, CA | 918-390-7552 | |
| SCOTT BARUTH | 543 E- DEERFIELD | 909 223-5105 | sbbaruth@frontier.com |



COMMUNITY MEETING SIGN-IN SHEET

PMTT20-002 AND PDEV20-003
OCTOBER 21, 2020

| NAME | ADDRESS | TELEPHONE | E-MAIL |
|--------------|--|--------------|-------------------|
| Kent Vaughan | 549 E, Bermuda Dunes, Ontario 91761 | 909-518-8227 | ezactor@gmail.com |
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From: [Diane Ayala](#)
To: [Charles Thomas](#)
Subject: RE: Community Meeting File# PMTT20-002/TT20335 92 Homes Project
Date: Monday, October 26, 2020 10:23:00 AM
Attachments: [image001.png](#)

Good Morning,

Thank you for attending and providing additional comments/suggestions. Traffic Engineering is in receipt of your proposal. It is most likely that they will identify segments along Campus Ave that can accommodate street parking. We are requiring the ultimate ROW be developed with parkway and sidewalk along the project frontage (west side of Campus Ave.). But where we cannot obtain the ultimate ROW is on the lot south of the project where there is an existing single family residence that will remain. The developer will install an **interim** ROW that will not provide enough space for parking and 2 lanes. The ultimate ROW will be developed when and if that lot gets developed in the future.

I'll keep you posted on this discussion.

DIANE AYALA

Senior Planner
City of Ontario | Planning Department
303 East B Street, Ontario, CA 91764
909.395.2428 direct
dayala@ontarioca.gov



From: Charles Thomas <oohno5o@yahoo.com>
Sent: Friday, October 23, 2020 5:18 PM
To: Diane Ayala <DAyala@ontarioca.gov>
Subject: Community Meeting File# PMTT20-002/TT20335 92 Homes Project

Hello Diane,

Diane first I would like to say I pray that you and family are well. Diane great job at the meeting held at the Ontario Police station community room. Diane I was in attendances for this meeting. I was probably the only African American male that attended the meeting. I was dressed in all black seated to the front left from you facing the audience.

Diane a little about me. I reside at 564 E Hazeltine Ave. I am a retired LAPD Senior Lead Officer, I served 30 years prior to retiring in 2017. My position I serviced the community solely and I was in charged of a section of my division. I believe with Ontario PD they refer to their officers that solely connect with the community "community officer". For LAPD Senior Lead Officers worked directly for the captains of their division.

The reason for my e-mail: In the meeting parking was the main concerns for the folks in the immediate area. Diane I use to sit on a board of traffic engineers (DOT), city council members and community members concerning the Miracle Miles area (Fairfax/San Vicente Bl). The topics were traffic congestion and parking. I used to direct traffic as a non sworn traffic officer for the City of Inglewood PD (Forum/Racetrack) prior to the new football stadium.

Here is my proposal, provide street parking on both sides of the street (Campus) currently there is only parking on the eastside of Campus. At the meeting it was said that the developers were going to widen the eastside of Campus making it a two lanes in a north direction. I proposal the developers widen the street as much as possible on both sides. Therefore making a two lanes north and south with a sidewalk on the westside of Campus. It is probably a city ordinance to maintain a middle lane (in yellow) for emergency vehicles, in addition this lane can be use for left turners into the entrance of the homes. I believe creating a service road like what's in front of Liberty Elementary school would be great. The service road in front of the housing project would provide addition parking for visitors and better safety for people entering or exiting their vehicles. To prevent cars (Abandon)and 18 wheelers from parking in front of the the homes on the westside over night, post a "No overnight parking" signs to prevent overnight parking from occurring.

Diane the reality of people moving in they will have families, visitors and special events which is all to real. So instead of restricting parking on the streets, treat it as an overflow for the residents at that location.

Attached are some diagrams to help you visualize my proposal. I am willing to meet with you and developers at the site or office to go over my proposal. If you are uncomfortable with meeting (Covid-19)calling me is fine. I believe this proposal will work well with the project and community.

Side note: As I aged I forget even more....now what was I saying, oh question, I didn't think to ask at the meeting the homes will they come fiber optical and solar panel equipped ?

Charles Thomas
564 E Hazeltine Street
Ontario Ca 91761
Cell: (213) 248-6429
(909) 988-1100

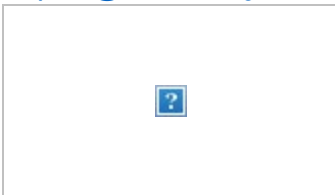
From: [Diane Ayala](#)
To: [Louise Lennon](#)
Subject: RE: Community meeting Issues 10/21/20
Date: Monday, October 26, 2020 11:28:00 AM
Attachments: [image001.png](#)

Hi Louise,

Please see responses in blue below. As mentioned previously, your comments will be included in the project record. When the project moves forward to the Planning Commission for the decision, they will receive all community comments for their consideration.

DIANE AYALA

Senior Planner
City of Ontario | Planning Department
303 East B Street, Ontario, CA 91764
909.395.2428 direct
dayala@ontarioca.gov



From: Louise Lennon <louie_louie50@yahoo.com>
Sent: Thursday, October 22, 2020 4:21 PM
To: Diane Ayala <DAyala@ontarioca.gov>
Cc: Planning Director <planningdirector@ontarioca.gov>
Subject: Community meeting Issues 10/21/20

Thank you for conducting the community meeting last night relative to the Campus Development in our neighborhood. The presentation of the proposed single family houses in the HOA leads me to believe that the housing being built will be more acceptable than that of an apartment or townhouse complex adjacent to our homes.

I still believe that communication is the key to good community involvement even though it was indicated that it is difficult to know where to draw the line for those that need to know. This needs to be addressed. 300 feet away from the proposed development is not sufficient. [As previously discussed, the notices for community meeting went beyond the 300 ft radius of project site and included 180 mail notices. As you requested, those that signed the petition will be included in the mailing list for notice of public hearing. Additionally, notice of public hearings are in the Daily Buellton and are posted on the City's website.](#)

I do still have some concerns associated with statements for solutions that were not clear as to whether they would be completed and/or addressed.

School crossing from St Andrews Pl to Woodcrest Jr. High/Liberty elementary:

Police patrolling during school hours on Campus Avenue would be accommodated only as requested. Since that is not a viable solution to the 'speeders' on Campus Avenue it is not a consideration. [Police officers will rotate patrol at all public schools within the City during peak drop off and pick up times as needed. Ontario Police officers- traffic division has received this comment.](#)

Currently, a crossing guard is available for elementary school children during their schedule, but not for the Jr High students. Apparently, there is a request for this consideration, however as of last night the request for Jr High students crossing guard was not yet approved. [Correct. It is at the discretion of the school district, but the City is working them to expand services to include the Junior high school.](#)

Four traffic studies were referred to relative to the traffic on Campus Avenue. However, when questioned as to the dates of these studies, the one that was provided was in June of 2020(?). That timeframe + 25% added, may not adequately depict the true nature of the traffic. June is historically slower than normal since school is out on vacation and if the study was conducted in June of 2020, then it was during (stay at home) during Covid19. [Traffic studies also considered traffic counts that were collected in September 2019 \(pre-COVID19\).](#)

Lights in the crosswalk and some kind of overhead (something) was proposed but not sure what that was or whether that would assist in the difficulty in crossing the street. [Pedestrian enhancements such as in-roadway lights and/or an overhead beacon light system are being considered as a condition of approval to the project.](#) A suggestion was that a traffic light should be there across from the school, even though there might be one installed in the future at Walnut and Campus. [Traffic signal light at St. Andrews St and Campus Avenue is not warranted based on the traffic study. As such, the City cannot require the developer/applicant to install one as part of their project.](#)

HOA

I had asked whether the HOA in the development would provide a dog park and the answer was no. I guess the question should have been are they going to allow dogs and would they provide them with an area to relieve themselves? If they do allow dogs, and no area for them, then I would suggest that be added to the development. The reason being, that the closest walk to take their animal for a walk is through our neighborhood. The Kimball Park is really part of the school and is off-limits during school hours. In addition, the Centennial Park on the corner of Riverside and Campus is about 3 blocks away. [The City does require recreational amenities on site for residential developments but does not specify dog parks.](#)

Parking:

27 visitor spaces and no overnight in this spaces in the development will result in overflow parking in the adjacent neighborhood since no parking on Campus.. This is still a concern and no viable solution was provided. Suggestion was for resident permits however that was explained as for residents near commercial business and not for neighborhoods. Still an outstanding issue. [Traffic Engineering is studying the possibility of allowing parking on Campus Ave where is can be](#)

accommodated. Please note that the Project meets the minimum requirement for on-site parking.

Increased traffic through the neighborhood:

Several people from all areas of our neighborhood have expressed concern associated with speeders and traffic throughout our streets. [This is an existing conditions that has been shared to the Ontario Police Dept- traffic division.](#)

St Andrews Place , Monterey at Walnut, Bermuda Dunes to St Andrews all have fast traffic for those that wish to circumvent the congestion of the Campus/Walnut and the Riverside/Campus intersections. Sultana is utilized to St Andrews to Campus and is a constant stream on cars sometimes speeding. The addition of 200 more cars will only add to the residential nightmare. Some residents have indicated that they would love to have 'speed bumps' on St Andres Pl in order to alleviate the racing in from of their homes. [Understood and noted the existing condition. Speed bumps are typically used in parking lots where speeds are limited to 10 mph. Independent of the project, Traffic Engineering is studying the area to determine if other traffic calming measures can be taken.](#)

These are outstanding issues from the Community Meeting for me, hopefully you can provide solutions.

Louise Lennon
417-773-0378
606 E Hazeltine St
Ontario, CA. 91761

From: [Diane Ayala](#)
To: [Cynthia Lopez](#)
Subject: RE: PMTT20-002 / TT20335
Date: Monday, October 26, 2020 10:06:00 AM
Attachments: [~WRD000.jpg](#)
[image002.png](#)
[image001.jpg](#)

Hi Cynthia,

Thank you for proving comments. Your comments will be included in the project record and presented to the project's Approving Authority (Planning Commission) for consideration of their decision. The application was submitted in February 2020.

The project site is located within the MDR 18 zoning district. Development of the site requires a minimum of 82 dwelling units and a maximum 132 dwelling units. These units can be attached, detached, for sale, or for rent. The project is proposing 92 detached dwelling units (for sale). This falls into the lower end of the allowable density range. The project meets all of the required standards per the Ontario Development Code including on-site parking. Grounds for denial of project would be difficult to demonstrate.

The HOA will include the inspection schedule in the CC &Rs. HOAs typically perform 1 to 2 inspections a year but can inspect as often as needed. The reality is that if parking is a problem and garages are not being used for parking, then the homeowners within the project will be the first to be impacted. As such, HOAs are active and are required to implement the CC&Rs. It is not uncommon for the City to work along with HOAs to resolve issues that may arise. The HOA will be responsible for the parking and trash management plans on-site.

The home builder/applicant stated that their product is more marketable to first time buyers or people looking to downsize. This was a comment based on their experience only.

DIANE AYALA

Senior Planner
City of Ontario | Planning Department
303 East B Street, Ontario, CA 91764
909.395.2428 direct
dayala@ontarioca.gov



From: Cynthia Lopez <dodgerette2006@yahoo.com>
Sent: Friday, October 23, 2020 12:06 PM
To: Diane Ayala <DAyala@ontarioca.gov>
Subject: PMTT20-002 / TT20335

Good afternoon,

In regards to my previous comment regarding the plan for new development (PMTT20-002 / TT20335), I also wanted to bring up the noise this will create during work and school hours. With many families working from home and with the kids learning at home during the pandemic, this is a huge concern and distraction. I believe I read the construction would be 12-18 months. When would the development begin?

Thank you,
Cindy Leyva

----- Forwarded Message -----

From: SeamlessDocs <noreply@seamlessdocs.com>
To: "dodgerette2006@yahoo.com" <dodgerette2006@yahoo.com>
Sent: Wednesday, October 21, 2020, 07:10:49 PM PDT
Subject: Community Meeting Comment Confirmation



Submission Receipt

| | |
|--------------------|-----------------------------------|
| Form Name | Community Meeting Comment Form |
| Date / Time | Oct 21, 2020, 10:09PM EDT |

Submission Details

Project File Number or Name

PMTT20-002 / TT20335

Full Name

Cynthia Leyva

Address (optional)

Street Address

2825 S MONTEREY AVE

City

Ontario

State

CA

Zip

91761

Email (optional)

dodgerette2006@yahoo.com

Phone Number (optional)

5624648861

Please provide project related comments below

We moved to Ontario from Los Angeles about 3 months ago. The lot off Campus sits directly behind our backyard (this was a huge perk when we bought our home). We wanted more space and a better quality of life instead of living in an overly populated neighborhood. 92 homes in a 7 acre lot is WAY too many and would cause a big overflow of cars along Campus and surrounding streets, overpopulation, traffic and danger to our students at the middle school as well as our children that play outside. Similar to how it is off Riverside Dr. and Sultana with the apartment complex's. It was mentioned that the HOA "typically" conducts inspections once or twice a year but will the city enforce that in the instance where there is an overflow? Who will follow up and make sure that the HOA is conducting such inspections? Someone mentioned that the development would be more suitable for first time buyers or people looking to downsize but no one can control who buys the homes? You can't. This is what creates overpopulated neighborhoods. It becomes uncontrollable. Will HOA also take care of the trash this will bring in the surrounding streets? How long has this plan been in the works? Is the current owner of the land selling? Has it already been sold? What are the chances that this development will NOT take place?

Email to receive a copy of your submission

dodgerette2006@yahoo.com

City of Ontario - Planning Department | 303 East B Street Ontario, CA 91764

|

From: [Zahira Neemuchwala](#)
To: [Diane Ayala](#)
Subject: Re: Tentative Parcel Map file PMTT20-002 / TT 14811
Date: Monday, October 26, 2020 9:07:11 AM

Thank you Diane. Have a great day!

Sent from my iPhone

On Oct 26, 2020, at 8:58 AM, Diane Ayala <DAyala@ontarioca.gov> wrote:

Thanks for your comments. A traffic light signal at St. Andrews St and Campus Avenue is not warranted based on the traffic study prepared for the project. As a result, the City cannot require one to be installed by the developer/property owner. However, the City Council has budgeted this fiscal year the installation of a traffic light signal at Walnut and Campus Ave.

If drivers are speeding or driving recklessly on Campus Avenue, it becomes an issue of enforcement of existing laws. Unfortunately, a traffic signal or posting speeds will not deter those that choose to break the law. I will, however, forward your comments to the Ontario Police Department-traffic division.

DIANE AYALA

Senior Planner
City of Ontario | Planning Department
303 East B Street, Ontario, CA 91764
909.395.2428 direct
dayala@ontarioca.gov
<image001.png>

From: Zahira Neemuchwala <zneemuchwala@gmail.com>
Sent: Saturday, October 24, 2020 4:38 PM
To: Diane Ayala <DAyala@ontarioca.gov>
Subject: Re: Tentative Parcel Map file PMTT20-002 / TT 14811

Thank you Diane for your detailed answers. I wanted to follow up on the city's traffic engineers assessment of traffic and a possible solution to enhance safety in our residential neighborhoods. You can consult with the Ontario city police dispatch which my family has personally called a few times during the late evening and nights about drivers doing donuts on Campus Avenue. I'm not sure if a digital speedometer or traffic light would help but could we review these possible options?

Thank you again,
Zahira Neemuchwala

Sent from my iPhone

On Sep 24, 2020, at 2:57 PM, Diane Ayala <DAyala@ontarioca.gov> wrote:

Good Afternoon,

Thank you for submitting your concerns. The City's traffic engineering is currently reviewing potential traffic impacts as a result of the project. The zoning designation is currently MDR-18 (11.1 to 18 du/ac) and no change has been requested by the property owner to change the zoning designation. Please note that the property south and southwest of project site are zoned MDR-18 and are developed with attached multiple family dwelling units. The current zoning on the property allows up to 132 attached multiple family units and requires a minimum of 82 units. The application received is for 92 (12.5 du/ac) detached single family homes. There are adequate utilities to serve the proposed 92 units.

Please note that your comments will be included in the project record. If the City hosts a community meeting to share the proposed project or if the project moves forward to public hearing, you will be notified.

Thank you again for time and input.

Regards,

DIANE AYALA

Senior Planner

City of Ontario | Planning Department

303 East B Street, Ontario, CA 91764

909.395.2428 direct

dayala@ontarioca.gov

<image001.png>

From: Zahira Neemuchwala <zneemuchwala@gmail.com>

Sent: Thursday, September 24, 2020 2:38 PM

To: Diane Ayala <DAyala@ontarioca.gov>

Subject: Tentative Parcel Map file PMTT20-002 / TT 14811

Hello Ms. Diane,

I received notification of the proposal to build 92 lots on a said 7.32 acres that is within 300 ft of my residence located at 2862 South Campus Avenue.

I have a few concerns that I would like to bring to your attention.

The sheer number of lots will drive increased traffic to

Campus Avenue and St. Andrews Street changing our existing neighborhood and the increased noise pollution will reduce our living standards. We have a crosswalk from St. Andrews to Woodcrest Junior High School and the existing traffic on Campus Drive does not stop nor do they slow down when pedestrians and specifically children are crossing the street. I strongly recommend we install speed bumps on Campus to slow down traffic for increased safety for the local residents. I put in this request through the City of Ontario site but received no response.

- Also, we recognize the need for housing but demand this 7.32 acre lot be changed to a zone density of 7 lots per acre in accordance with the other parcels in the surrounding area. We do not want our properties to reduce in value because of this new construction.
- Will this construction be on the same electrical grid lines as our neighborhood? We do not want our lines to be overburdened and result in electrical outages or rolling blackouts in order for us to be forced to conserve energy.

I sincerely hope you will consider the above as you continue the planning stages of this proposal taking full consideration of the local residents that have been here for over 25 years.

Thank you,
Zahira Neemuchwala



Baldy View Chapter

November 9, 2020

Ontario Planning Commission
City Hall, 303 East B Street
Ontario, CA 91764

Dear Chairman Willoughby and fellow Planning Commission Members,

The Building Industry Association of Southern California Baldy View Chapter (BIA) is a leading advocate for thousands of building industry leaders who are committed to a better future for California by building communities, creating jobs and ensuring housing opportunities for everyone. As such, we appreciate the ongoing opportunity to collaborate with you to address our state housing crisis and help attain the City of Ontario's goals set forth by the forthcoming 6th cycle Regional Housing Needs Assessment (RHNA) allocation plan.

To these ends, we are writing to express our support for the approval of the Campus Avenue residential community (Tentative Tract Map 20335). Support of this community will continue progress toward the City's required RHNA allocation and the goal of providing for sale attainable workforce housing for the growing community.

Specifically, this community features ninety-two (92) new residential units on a currently underutilized infill property. The developer intends to price the new homes at an attainable level, providing much needed workforce housing. The project's proximity to Liberty Elementary, Woodcrest Junior High School, Centennial Park, and Kimball Park, and ease of access to the 60 Freeway are anticipated to appeal to a wide range of homebuyers, first-time homebuyers to first move-up buyers, young families, and those looking to downsize from larger existing homes. In addition to nearby existing community amenities, residents of this neighborhood will all have private backyards and access to an onsite private recreation facility including a pool, tot lot, seating and picnic areas, and landscaped open areas.

To better serve the existing community and neighborhoods, the development will be conditioned to dedicate additional right of way and construct the last remaining two-lane segment of Campus Ave between Riverside Drive and Walnut Street; *thus improving drainage, traffic safety, and closing the existing gap in sidewalk to provide a contiguous pedestrian pathway along the westerly side of Campus Ave.* In an effort to enhance safety of the existing and future residents in the community, the developer has also offered to *construct a new signalized pedestrian crosswalk* at the existing unsignalized crossing on Campus Avenue for Liberty Elementary and Woodcrest Junior High School. This development will contribute to over four (4) million dollars in DIF fees, utility fees, and school fees to ensure funding for future maintenance and expansion of the existing systems.

In closing, thank you for your consideration of our support of the Campus Avenue residential community.

Sincerely,

BIA Executive Officer

RESOLUTION NO.

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ONTARIO APPROVING AN ADDENDUM TO THE ONTARIO PLAN ENVIRONMENTAL IMPACT REPORT, PURSUANT TO THE REQUIREMENTS OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, AS AMENDED, FOR FILE NOS. PMTT20-002 AND PDEV20-003

WHEREAS, MLC HOLDINGS, INC. (hereinafter referred to as "Applicant") has filed Applications for the approval of a Tentative Tract Map, File No. PMTT20-002, to subdivide 7.32 acres of land into one lot for condominium purposes, in conjunction with a Development Plan, File No. PDEV20-003, to construct 92 detached single-family dwellings, located at 2862 South Campus Avenue, within the MDR-18 (Medium Density Residential - 11.1 to 18 du/ac) zoning district, in the City of Ontario, California (hereinafter referred to as "Application" or "Project"); and

WHEREAS, The Ontario Plan Environmental Impact Report (State Clearinghouse No. 2008101140) was certified on January 27, 2010 (hereinafter referred to as "Certified EIR"), in which development and use of the Project site was discussed; and

WHEREAS, the Planning Director of the City of Ontario has prepared and approved for attachment to the certified Environmental Impact Report, an Addendum to the Certified EIR (hereinafter referred to as "EIR Addendum") in accordance with the requirements of the California Environmental Quality Act of 1970, together with State and local guidelines implementing said Act, all as amended to date (collectively referred to as "CEQA"); and

WHEREAS, the EIR Addendum concluded that implementation of the Project could result in a number of significant effects on the environment that were previously analyzed in the Certified EIR, and that the Certified EIR identified mitigation measures that would reduce each of those significant effects to a less-than-significant level; and

WHEREAS, pursuant to State CEQA Guidelines Section 15164(a), a lead agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary to a project, but the preparation of a subsequent or supplemental EIR is not required; and

WHEREAS, the City determined that none of the conditions requiring preparation of a subsequent or supplemental EIR would occur from the Project, and that preparation of an Addendum to the Certified EIR was appropriate; and

WHEREAS, the City of Ontario is the lead agency on the Project, and the Planning Commission is the decision-making authority for the requested approval to construct and otherwise undertake the Project; and

WHEREAS, the Planning Commission has reviewed and considered the EIR Addendum for the Project, has concluded that none of the conditions requiring preparation of a subsequent of supplemental EIR have occurred, and intends to take actions on the Project in compliance with CEQA and state and local guidelines implementing CEQA; and

WHEREAS, the EIR Addendum for the Project are on file in the Planning Department, located at 303 East B Street, Ontario, CA 91764, are available for inspection by any interested person at that location and are, by this reference, incorporated into this Resolution as if fully set forth herein; and

WHEREAS, all legal prerequisites to the adoption of this Resolution have occurred.

NOW, THEREFORE, IT IS HEREBY FOUND, DETERMINED, AND RESOLVED by the Planning Commission of the City of Ontario, as follows:

SECTION 1: Environmental Determination and Findings. As the decision-making authority for the Project, The Planning Commission has reviewed and considered the information contained in the administrative record for the Project. Based upon the facts and information contained in the administrative record, including all written and oral evidence presented to the Planning Commission, the Planning Commission finds as follows:

(1) The environmental impacts of this project were reviewed in conjunction with an Addendum to The Ontario Plan Environmental Impact Report (State Clearinghouse No. 2008101140), certified by the Ontario City Council on January 27, 2010 in conjunction with File No. PGPA06-001.

(2) The EIR Addendum and administrative record have been completed in compliance with CEQA, the State CEQA Guidelines, and the City of Ontario Local CEQA Guidelines; and

(3) The City's "Guidelines for the Implementation of the California Environmental Quality Act (CEQA)" provide for the use of a single environmental assessment in situations where the impacts of subsequent projects are adequately analyzed. This Application introduces no new significant environmental impacts.

(4) All previously adopted mitigation measures shall be a condition of project approval, as they are applicable to the Project, and are incorporated herein by this reference.

(5) The EIR Addendum contains a complete and accurate reporting of the environmental impacts associated with the Project, and reflects the independent judgment of the Planning Commission; and

(6) There is no substantial evidence in the administrative record supporting a fair argument that the project may result in significant environmental impacts; and

SECTION 2: *Additional Environmental Review Not Required.* Based on the Addendum, all related information presented to the Planning Commission, and the specific findings set forth in Section 1, above, the Planning Commission finds that the preparation of a subsequent or supplemental Environmental Impact Report is not required for the Project, as the Project:

(1) Does not constitute substantial changes to the Certified EIR that will require major revisions to the Certified EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; and

(2) Does not constitute substantial changes with respect to the circumstances under which the Certified EIR was prepared, that will require major revisions to the Certified EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of the previously identified significant effects; and

(3) Does not contain new information of substantial importance that was not known and could not have been known with the exercise of reasonable diligence at the time the Certified EIR was certified/adopted, that shows any of the following:

(a) The project will have one or more significant effects not discussed in the Certified EIR; or

(b) Significant effects previously examined will be substantially more severe than shown in the Certified EIR; or

(c) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the Project, but the City declined to adopt such measures; or

(d) Mitigation measures or alternatives considerably different from those analyzed in the Certified EIR would substantially reduce one or more significant effects on the environment, but which the City declined to adopt.

SECTION 3: *Planning Commission Action.* Based upon the findings and conclusions set forth in Sections 1 and 2, above, the Planning Commission hereby finds

that based upon the entire record of proceedings before it, and all information received, that there is no substantial evidence that the Project will constitute substantial changes to the Certified EIR, and does hereby approve the EIR Addendum, attached hereto as "Attachment A," and incorporated herein by this reference.

SECTION 4: *Indemnification.* The Applicant shall agree to defend, indemnify and hold harmless, the City of Ontario or its agents, officers, and employees from any claim, action or proceeding against the City of Ontario or its agents, officers or employees to attack, set aside, void, or annul this approval. The City of Ontario shall promptly notify the applicant of any such claim, action, or proceeding, and the City of Ontario shall cooperate fully in the defense.

SECTION 5: *Custodian of Records.* The documents and materials that constitute the record of proceedings on which these findings have been based are located at the City of Ontario City Hall, 303 East "B" Street, Ontario, California 91764. The custodian for these records is the City Clerk of the City of Ontario.

SECTION 6: *Certification to Adoption.* The Secretary shall certify to the adoption of the Resolution.

The Secretary Pro Tempore for the Planning Commission of the City of Ontario shall certify as to the adoption of this Resolution.

I hereby certify that the foregoing Resolution was duly and regularly introduced, passed and adopted by the Planning Commission of the City of Ontario at a regular meeting thereof held on the 24th day of November 2020, and the foregoing is a full, true and correct copy of said Resolution, and has not been amended or repealed.

Jim Willoughby
Planning Commission Chairman

ATTEST:

Rudy Zeledon
Planning Director and
Secretary to the Planning Commission

STATE OF CALIFORNIA)
COUNTY OF SAN BERNARDINO)
CITY OF ONTARIO)

I, Gwen Berendsen, Secretary Pro Tempore of the Planning Commission of the City of Ontario, DO HEREBY CERTIFY that foregoing Resolution No. _____ was duly passed and adopted by the Planning Commission of the City of Ontario at their regular meeting held on November 24, 2020, by the following roll call vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

Gwen Berendsen
Secretary Pro Tempore

ATTACHMENT A:

**Addendum to The Ontario Plan
Environmental Impact Report**

(Addendum follows this page)

ATTACHMENT A:
Addendum Special Studies
(Studies follow this page)

June 23, 2020

Mr. Steven Cook
MLC Holdings, Inc.
5 Peters Canyon Road, Suite 310
Irvine, CA 92606

SUBJECT: **CAMPUS AVENUE & ST. ANDREWS STREET WARRANT ANALYSIS**

Dear Mr. Steven Cook:

This letter report documents the additional warrant analysis requested by City staff for the intersection of Campus Avenue and St. Andrews Street in the City of Ontario. The purpose of this evaluation is to determine if a multi-way (all-way) stop warrant, pedestrian hybrid beacon warrant, and/or an in-roadway warning light system warrant are met for the intersection of Campus Avenue and St. Andrews Street. This letter report utilizes the most current version of the California Manual on Uniform Traffic Control Devices (CA MUTCD) (2014 Edition, Revision 5, dated March 27, 2020) for the purposes of the analysis. It should be noted that there are currently flashing beacons installed in both the northbound and southbound directions along Campus Avenue to provide advance warning to drivers of the approaching school crosswalk across Campus Avenue south of St. Andrews Street.

SUMMARY OF FINDINGS

The intersection of Campus Avenue and St. Andrews Street does not currently meet the multi-way stop warrant and is not anticipated to meet the warrant with the addition of Project traffic. Current pedestrian counts are not available in light of the currently on-going COVID-19 pandemic as local schools and businesses may not be operating at full capacity, as such, pedestrian counts may need to be conducted in the future when schools and businesses return to normal operations. However, based on a review of pedestrian counts from September 2019, the pedestrian hybrid beacon warrant may be met for the intersection of Campus Avenue and St. Andrews Street. Based on a review of the CA MUTCD guidelines for the in-roadway warning lights, the existing school crosswalk on Campus Avenue at St. Andrews Street would be a suitable location for the implementation of in-roadway warning lights. These lights should be installed in conjunction with the applicable warning sign and would support the existing flashing beacons that currently exist on Campus Avenue both to the north and south of St. Andrews Street.

EXISTING (2020) CONDITIONS

EXISTING ROADWAY CONFIGURATIONS

Campus Avenue is currently a three-lane divided roadway in the vicinity of St. Andrews Street with one southbound lane and two northbound lanes separated by a painted median; however, Campus Avenue has two lanes in each direction approximately 480-feet north of St. Andrews Street. The ultimate cross-

section for Campus Avenue is 108-feet (ultimate right-of-way) as a 4-lane Minor Arterial. St. Andrews Street is currently a two-lane undivided residential street west of Campus Avenue. St. Andrews Street is currently constructed to its ultimate cross-section.

The study intersection of Campus Avenue and St. Andrews Street is currently controlled by a stop sign on the minor approach (e.g., stop sign on St. Andrews Street). The posted speed limit on Campus Avenue is 40 MPH, thereby requiring use of the urban warrant analysis criteria. The posted speed limit on St. Andrews Street is 25 MPH.

EXISTING (2020) CONDITIONS TRAFFIC VOLUMES

24-hour approach volume traffic counts were conducted on June 11, 2020 at the study intersection of Campus Avenue and St. Andrews Street. However, upon review of September 2019 traffic counts for the same segment (Campus Avenue, south of St. Andrews Street), the traffic count data indicates a reduction of 25 percent in current traffic volumes, likely related to the currently on-going COVID-19 pandemic. As such, the June 2020 traffic counts have been adjusted by increasing them by 25 percent to reflect typical non-COVID traffic conditions. The traffic count data from September 2019 and June 2020 are included in Attachment A of this letter.

MULTI-WAY STOP WARRANT ANALYSIS

The City of Ontario has requested the intersection of Campus Avenue and St. Andrews Street be evaluated for the installation of a multi-way stop. Based on guidance provided in the CA MUTCD (Section 2B.07), multi-way stop control should be considered if one or more of the following conditions exists (see Attachment B):

- Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.
 - The intersection of Campus Avenue and St. Andrews Street is not anticipated to meet a peak hour traffic signal warrant under Existing or Existing plus Project (E+P) traffic conditions (refer to the Campus Avenue & St. Andrews Street Traffic Signal Warrant Analysis, dated June 23, 2020). As such, this criterion is not met.
- Five or more reported crashed in a 12-month period that are susceptible to correction by implementing a multi-way stop control.
 - Based on collision history provided by City staff, there were no collisions in the last five years between January 1, 2015 to June 1, 2020 (see Attachment C). As such, this criterion is not met.
- Minimum volumes on the major and minor approaches are met, as defined in Section 2B.07 of the CA MUTCD.
 - Based on the adjusted existing peak hour approach volumes, the intersection is not anticipated to meet the minimum volume criteria. As such, this criterion is not met.

None of the criteria above are met to warrant the implementation of a multi-way stop. The CA MUTCD also provides other options/criteria that may be considered for the implementation of a multi-way stop intersection.

- The need to control left turn conflicts;
- The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;
- Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop;
- An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection.

Although the existing Woodcrest Junior High School, which is located adjacent to this intersection, may have higher pedestrian volumes before school and after school, this period of time is limited (approximately 30 minutes leading up to the start of school and 30 minutes after school). The high volume of pedestrians during approximately 1 hour of the day may not be sufficient to warrant the implementation of a multi-way stop at this location. The other additional criteria listed above are not applicable to the intersection of Campus Avenue and St. Andrews Street. Pedestrian counts collected in June 2020 were during the currently on-going COVID pandemic and would not have captured any school related pedestrian activity. Although the intersection of Campus Avenue and St. Andrews Street was not evaluated in the Campus Residential Due Diligence Traffic Assessment (dated October 18, 2019), the traffic counts conducted at both Campus Avenue at Walnut Avenue and Campus Avenue at Riverside Drive in September 2019 indicate pedestrian/bicycle activity at these locations was no more than 10 during any 15-minute period in the AM peak hour (mid-day was not evaluated so no pedestrian/bicycle data was available for after school). Pedestrian and bicycle volumes during other times of the day were nominal.

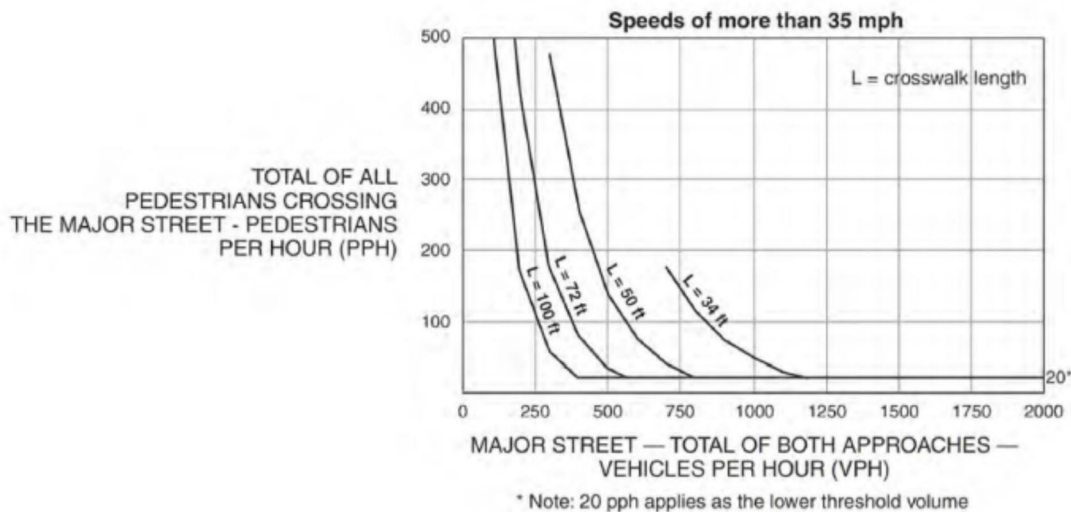
The addition of Project traffic is not anticipated to meet the multi-way stop warrant as the addition of Project traffic would occur along Campus Avenue and not on St. Andrews Street. The minor street (St. Andrews Street) is the approach where the volumes fall below the minimum threshold.

PEDESTRIAN HYBRID WARRANT ANALYSIS

The City of Ontario has requested the intersection of Campus Avenue and St. Andrews Street be evaluated for the installation of pedestrian hybrid beacons. As defined by the CA MUTCD, “a pedestrian hybrid beacon is a special type of hybrid beacon used to warn and control traffic at an unsignalized location to assist pedestrians in crossing a street or highway at a marked crosswalk.” If used, the pedestrian hybrid beacons shall be used in conjunction with signs and pavement markings where pedestrians cross a street and should only be installed at a marked crosswalk. Based on guidance provided in the CA MUTCD (Section 4F), pedestrian hybrid beacons should be considered if one or more of the following conditions exists:

- A pedestrian hybrid beacon may be considered for installation to facilitate pedestrian crossings at a location that does not meet traffic signal warrants (see Chapter 4C), or at a location that meets traffic signal warrants under Sections 4C.05 and/or 4C.06 but a decision is made to not install a traffic control signal.
- If a traffic control signal is not justified under the signal warrants of Chapter 4C and if gaps in traffic are not adequate to permit pedestrians to cross, or if the speed for vehicles approaching on the major street is too high to permit pedestrians to cross, or if pedestrian delay is excessive, the need for a pedestrian hybrid beacon should be considered on the basis of an engineering study that considers major-street volumes, speeds, widths, and gaps in conjunction with pedestrian volumes, walking speeds, and delay.
- For a major street where the posted or statutory speed limit or the 85th percentile speed exceeds 35 MPH, the need for a pedestrian hybrid beacon should be considered if the engineering study finds that the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding total of all pedestrians crossing the major street for 1 hour (any four consecutive 15-minute periods) of an average day falls above the applicable curve in Figure 4F-2 for the length of the crosswalk.

Figure 4F-2. Guidelines for the Installation of Pedestrian Hybrid Beacons on High-Speed Roadways



As noted previously, the intersection of Campus Avenue and St. Andrews Street does not currently meet any traffic signal warrants, nor is it anticipated to meet a traffic signal warrant under E+P traffic conditions. The crosswalk across Campus Avenue, south of St. Andrews Street is approximately 85-feet in length (across the longest section). The total volume on Campus Avenue (both directions) is highest between 7-8 AM in the morning peak period with 450 vehicles. Based on Figure 4F-2, the minimum pedestrians per hour is 20 to warrant the installation of pedestrian hybrid beacons. As noted previously, no pedestrian data is available for the intersection of Campus Avenue and St. Andrews Street in light of the currently on-going COVID-19 pandemic. Although it could be inferred that there would be more than 20 pedestrians based on available data collected in September 2019 at Walnut Avenue and Riverside

Drive along Campus Avenue, additional evaluation may be necessary when local schools and business return to normal schedules and capacities.

IN-ROADWAY WARNING LIGHT SYSTEM WARRANT ANALYSIS

The City of Ontario has requested the intersection of Campus Avenue and St. Andrews Street be evaluated for the installation of an in-roadway warning light system. In-roadway warning light systems are installed in the roadway surface to warn road users that they are approaching a condition on or adjacent to the roadway that may not be readily apparent or may require the road users to slow down or come to a complete stop. This includes locations such as a marked school crosswalk like the one across Campus Avenue at St. Andrews Street. If installed, the push button should be installed in conjunction with the appropriate warning sign (R62E(CA)). Based on guidance provided in the CA MUTCD (Section 4N), the following should be considered for in-roadway warning light systems:

- Whether the crossing is controlled or uncontrolled.
- An engineering traffic study to determine if In-Roadway Warning Lights are compatible with the safety and operation of nearby intersections, which may or may not be, controlled by traffic signals or STOP/YIELD signs.
- Standard traffic signs for crossings and crosswalk pavement markings are provided.
- At least 40 pedestrians regularly use the crossing during each of any two hours (not necessarily consecutive) during a 24-hour period.
- The vehicular volume through the crossing exceeds 200 vehicles per hour in urban areas or 140 vehicles per hour in rural areas during peak-hour pedestrian usage.
- The critical approach speed (85th percentile) is 45 MPH or less.
- In-Roadway Warning Lights are visible to drivers at the minimum stopping distance for the posted speed limit.
- Public education on In-Roadway Warning Light is conducted for new installation.
- Overhead or roadside Flashing Yellow Beacons may be installed in conjunction with In-Roadway Warning Lights. In-Roadway Warning Lights may be installed independently but are not necessarily intended to be a substitute for standard flashing beacons. Engineering judgment should be exercised.

The existing school crossing on Campus Avenue is on an uncontrolled approach of the intersection with the stop control on the minor street (St. Andrews Street). The minimum volumes thresholds are met based on the existing volumes on Campus Avenue (40 MPH), however, additional evaluation may be necessary when local schools and business return to normal schedules and capacities. The roadway is level with no significant grade changes that could affect the potential visibility of the in-roadway warning lights and would be a suitable location to have in-roadway warning lights installed. There are also existing flashing yellow beacons in both the northbound and southbound directions in advance of the existing school crosswalk.

Mr. Steven Cook
MLC Holdings, Inc.
June 23, 2020
Page 6 of 6

If you have any questions, please contact me directly at (949) 861-0177.

Respectfully submitted,

URBAN CROSSROADS, INC.



Charlene So, P.E.
Associate Principal



Connor Paquin, P.E.
Transportation Engineer

ATTACHMENT A

TRAFFIC COUNT DATA FOR JUNE 2020 & SEPTEMBER 2019

Counts Unlimited, Inc.

City of Ontario
 N/S: Campus Avenue
 E/W: St Andrews Street
 24 Hour Entering Volume Count

PO Box 1178
 Corona, CA 92878
 Phone: (951) 268-6268
 email: counts@countsunlimited.com

ONT001NS
 Site Code: 051-20232

| Start Time | 6/11/2020 Thu | Northbound | | Hour Totals | | Southbound | | Hour Totals | | Combined Totals | |
|-----------------------|---------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-----------------|-------------|
| | | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon |
| 12:00 | | 6 | 46 | | | 3 | 45 | | | | |
| 12:15 | | 7 | 44 | | | 4 | 39 | | | | |
| 12:30 | | 2 | 68 | | | 4 | 48 | | | | |
| 12:45 | | 5 | 66 | 20 | 224 | 3 | 53 | 14 | 185 | 34 | 409 |
| 01:00 | | 3 | 48 | | | 2 | 50 | | | | |
| 01:15 | | 3 | 69 | | | 2 | 38 | | | | |
| 01:30 | | 3 | 67 | | | 2 | 53 | | | | |
| 01:45 | | 3 | 77 | 12 | 261 | 1 | 36 | 7 | 177 | 19 | 438 |
| 02:00 | | 3 | 58 | | | 3 | 51 | | | | |
| 02:15 | | 2 | 60 | | | 3 | 43 | | | | |
| 02:30 | | 1 | 97 | | | 1 | 47 | | | | |
| 02:45 | | 1 | 91 | 7 | 306 | 4 | 42 | 11 | 183 | 18 | 489 |
| 03:00 | | 0 | 75 | | | 4 | 56 | | | | |
| 03:15 | | 2 | 70 | | | 7 | 55 | | | | |
| 03:30 | | 1 | 93 | | | 5 | 72 | | | | |
| 03:45 | | 12 | 127 | 15 | 365 | 6 | 71 | 22 | 254 | 37 | 619 |
| 04:00 | | 7 | 105 | | | 4 | 70 | | | | |
| 04:15 | | 4 | 93 | | | 15 | 64 | | | | |
| 04:30 | | 14 | 121 | | | 23 | 60 | | | | |
| 04:45 | | 9 | 82 | 34 | 401 | 20 | 68 | 62 | 262 | 96 | 663 |
| 05:00 | | 14 | 91 | | | 11 | 68 | | | | |
| 05:15 | | 8 | 85 | | | 24 | 66 | | | | |
| 05:30 | | 23 | 70 | | | 56 | 71 | | | | |
| 05:45 | | 25 | 80 | 70 | 326 | 41 | 65 | 132 | 270 | 202 | 596 |
| 06:00 | | 13 | 64 | | | 37 | 50 | | | | |
| 06:15 | | 29 | 65 | | | 37 | 45 | | | | |
| 06:30 | | 31 | 35 | | | 59 | 33 | | | | |
| 06:45 | | 38 | 42 | 111 | 206 | 59 | 34 | 192 | 162 | 303 | 368 |
| 07:00 | | 35 | 44 | | | 26 | 36 | | | | |
| 07:15 | | 50 | 36 | | | 35 | 43 | | | | |
| 07:30 | | 49 | 32 | | | 56 | 28 | | | | |
| 07:45 | | 57 | 24 | 191 | 136 | 52 | 23 | 169 | 130 | 360 | 266 |
| 08:00 | | 41 | 44 | | | 32 | 18 | | | | |
| 08:15 | | 44 | 22 | | | 30 | 34 | | | | |
| 08:30 | | 40 | 24 | | | 36 | 28 | | | | |
| 08:45 | | 41 | 28 | 166 | 118 | 26 | 21 | 124 | 101 | 290 | 219 |
| 09:00 | | 37 | 23 | | | 27 | 13 | | | | |
| 09:15 | | 24 | 16 | | | 27 | 18 | | | | |
| 09:30 | | 27 | 19 | | | 28 | 20 | | | | |
| 09:45 | | 34 | 10 | 122 | 68 | 30 | 8 | 112 | 59 | 234 | 127 |
| 10:00 | | 36 | 14 | | | 34 | 11 | | | | |
| 10:15 | | 50 | 12 | | | 37 | 10 | | | | |
| 10:30 | | 50 | 21 | | | 27 | 12 | | | | |
| 10:45 | | 45 | 8 | 181 | 55 | 39 | 8 | 137 | 41 | 318 | 96 |
| 11:00 | | 34 | 7 | | | 40 | 1 | | | | |
| 11:15 | | 57 | 3 | | | 31 | 6 | | | | |
| 11:30 | | 55 | 9 | | | 43 | 7 | | | | |
| 11:45 | | 53 | 3 | 199 | 22 | 47 | 2 | 161 | 16 | 360 | 38 |
| Total | | 1128 | 2488 | 1128 | 2488 | 1143 | 1840 | 1143 | 1840 | 2271 | 4328 |
| Combined Total | | 3616 | | 3616 | | 2983 | | 2983 | | 6599 | |
| AM Peak | - | 11:00 | - | - | - | 06:00 | - | - | - | - | - |
| Vol. | - | 199 | - | - | - | 192 | - | - | - | - | - |
| P.H.F. | - | 0.873 | | | | 0.814 | | | | | |
| PM Peak | - | - | 03:45 | - | - | - | 03:30 | - | - | - | - |
| Vol. | - | - | 446 | - | - | - | 277 | - | - | - | - |
| P.H.F. | - | - | 0.878 | | | | 0.962 | | | | |
| Percentage | | 31.2% | 68.8% | | | 38.3% | 61.7% | | | | |
| ADT/AADT | | ADT 6,599 | | AADT 6,599 | | | | | | | |

Counts Unlimited, Inc.

City of Ontario
 N/S: Campus Avenue
 E/W: St Andrews Street
 24 Hour Entering Volume Count

PO Box 1178
 Corona, CA 92878
 Phone: (951) 268-6268
 email: counts@countsunlimited.com

ONT001EW
 Site Code: 051-20232

| Start Time | 6/11/2020 Thu | Eastbound | | Hour Totals | | Hour Totals | | Combined Totals | | Morning | Afternoon |
|-----------------------|------------------|------------|------------|-------------|------------|-------------|-----------|-----------------|-----------|------------|------------|
| | | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon | | |
| 12:00 | | 0 | 1 | | | 0 | 0 | | | | |
| 12:15 | | 0 | 2 | | | 0 | 0 | | | | |
| 12:30 | | 0 | 6 | | | 0 | 0 | | | | |
| 12:45 | | 0 | 1 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 10 |
| 01:00 | | 0 | 2 | | | 0 | 0 | | | | |
| 01:15 | | 0 | 2 | | | 0 | 0 | | | | |
| 01:30 | | 1 | 3 | | | 0 | 0 | | | | |
| 01:45 | | 0 | 3 | 1 | 10 | 0 | 0 | 0 | 0 | 1 | 10 |
| 02:00 | | 0 | 1 | | | 0 | 0 | | | | |
| 02:15 | | 0 | 2 | | | 0 | 0 | | | | |
| 02:30 | | 1 | 4 | | | 0 | 0 | | | | |
| 02:45 | | 0 | 5 | 1 | 12 | 0 | 0 | 0 | 0 | 1 | 12 |
| 03:00 | | 0 | 2 | | | 0 | 0 | | | | |
| 03:15 | | 0 | 5 | | | 0 | 0 | | | | |
| 03:30 | | 0 | 4 | | | 0 | 0 | | | | |
| 03:45 | | 1 | 3 | 1 | 14 | 0 | 0 | 0 | 0 | 1 | 14 |
| 04:00 | | 1 | 3 | | | 0 | 0 | | | | |
| 04:15 | | 1 | 1 | | | 0 | 0 | | | | |
| 04:30 | | 0 | 3 | | | 0 | 0 | | | | |
| 04:45 | | 2 | 3 | 4 | 10 | 0 | 0 | 0 | 0 | 4 | 10 |
| 05:00 | | 0 | 3 | | | 0 | 0 | | | | |
| 05:15 | | 1 | 8 | | | 0 | 0 | | | | |
| 05:30 | | 3 | 11 | | | 0 | 0 | | | | |
| 05:45 | | 2 | 2 | 6 | 24 | 0 | 0 | 0 | 0 | 6 | 24 |
| 06:00 | | 1 | 4 | | | 0 | 0 | | | | |
| 06:15 | | 0 | 4 | | | 0 | 0 | | | | |
| 06:30 | | 1 | 2 | | | 0 | 0 | | | | |
| 06:45 | | 5 | 2 | 7 | 12 | 0 | 0 | 0 | 0 | 7 | 12 |
| 07:00 | | 1 | 1 | | | 0 | 0 | | | | |
| 07:15 | | 2 | 3 | | | 0 | 0 | | | | |
| 07:30 | | 5 | 5 | | | 0 | 0 | | | | |
| 07:45 | | 2 | 2 | 10 | 11 | 0 | 0 | 0 | 0 | 10 | 11 |
| 08:00 | | 7 | 2 | | | 0 | 0 | | | | |
| 08:15 | | 1 | 3 | | | 0 | 0 | | | | |
| 08:30 | | 4 | 3 | | | 0 | 0 | | | | |
| 08:45 | | 3 | 2 | 15 | 10 | 0 | 0 | 0 | 0 | 15 | 10 |
| 09:00 | | 1 | 2 | | | 0 | 0 | | | | |
| 09:15 | | 3 | 0 | | | 0 | 0 | | | | |
| 09:30 | | 8 | 1 | | | 0 | 0 | | | | |
| 09:45 | | 1 | 1 | 13 | 4 | 0 | 0 | 0 | 0 | 13 | 4 |
| 10:00 | | 8 | 1 | | | 0 | 0 | | | | |
| 10:15 | | 2 | 1 | | | 0 | 0 | | | | |
| 10:30 | | 5 | 0 | | | 0 | 0 | | | | |
| 10:45 | | 4 | 0 | 19 | 2 | 0 | 0 | 0 | 0 | 19 | 2 |
| 11:00 | | 3 | 0 | | | 0 | 0 | | | | |
| 11:15 | | 9 | 0 | | | 0 | 0 | | | | |
| 11:30 | | 5 | 0 | | | 0 | 0 | | | | |
| 11:45 | | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 17 | 0 |
| Total | | 94 | 119 | 94 | 119 | 0 | 0 | 0 | 0 | 94 | 119 |
| Combined Total | | 213 | | 213 | | 0 | | 0 | | 213 | |
| AM Peak | - | 10:30 | - | - | - | - | - | - | - | - | - |
| Vol. | - | 21 | - | - | - | - | - | - | - | - | - |
| P.H.F. | | 0.583 | | | | | | | | | |
| PM Peak | - | - | 04:45 | - | - | - | - | - | - | - | - |
| Vol. | - | - | 25 | - | - | - | - | - | - | - | - |
| P.H.F. | | | 0.568 | | | | | | | | |
| Percentage | | 44.1% | 55.9% | | | 0.0% | 0.0% | | | | |
| ADT/AADT | | ADT 213 | | AADT 213 | | | | | | | |

Location: Ontario
 N/S: Campus Avenue
 E/W: St Andrews Street



Date: 6/11/2020
 Day: Thursday

PEDESTRIANS

| | North Leg Campus Avenue Pedestrians | East Leg St Andrews Street Pedestrians | South Leg Campus Avenue Pedestrians | West Leg St Andrews Street Pedestrians | |
|----------------|---|--|---|--|----|
| 7:00 AM | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 2 | 2 | 4 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 1 | 1 | 2 |
| 8:15 AM | 0 | 0 | 3 | 0 | 3 |
| 8:30 AM | 0 | 0 | 0 | 1 | 1 |
| 8:45 AM | 0 | 0 | 1 | 0 | 1 |
| TOTAL VOLUMES: | 0 | 0 | 7 | 4 | 11 |

| | North Leg Campus Avenue Pedestrians | East Leg St Andrews Street Pedestrians | South Leg Campus Avenue Pedestrians | West Leg St Andrews Street Pedestrians | |
|----------------|---|--|---|--|---|
| 4:00 PM | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 |
| TOTAL VOLUMES: | 0 | 0 | 0 | 0 | 0 |

Location: Ontario
 N/S: Campus Avenue
 E/W: St Andrews Street



Date: 6/11/2020
 Day: Thursday

BICYCLES

| | Southbound Campus Avenue | | | Westbound St Andrews Street | | | Northbound Campus Avenue | | | Eastbound St Andrews Street | | | |
|----------------|-----------------------------|------|-------|--------------------------------|------|-------|-----------------------------|------|-------|--------------------------------|------|-------|---|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL VOLUMES: | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 5 |

| | Southbound Campus Avenue | | | Westbound St Andrews Street | | | Northbound Campus Avenue | | | Eastbound St Andrews Street | | | |
|----------------|-----------------------------|------|-------|--------------------------------|------|-------|-----------------------------|------|-------|--------------------------------|------|-------|---|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| TOTAL VOLUMES: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |

ADT2 Campus between St Andrews and Doral.

Suhsduhg#e|#D1pWG#who1#:47#586#::;

| AM Period | NB | SB | EB | WB | PM Period | NB | SB | EB | WB |
|-------------------|------|------|----|-------------|------------|------|------|----|-------------|
| 0:00 | 3 | 3 | | | 12:00 | 45 | 40 | | |
| 0:15 | 15 | 3 | | | 12:15 | 42 | 42 | | |
| 0:30 | 5 | 4 | | | 12:30 | 51 | 46 | | |
| 0:45 | 4 | 27 | 5 | 15 | 12:45 | 58 | 196 | 43 | 171 |
| | | | | | 367 | | | | |
| 1:00 | 6 | 3 | | | 13:00 | 51 | 44 | | |
| 1:15 | 0 | 0 | | | 13:15 | 68 | 45 | | |
| 1:30 | 2 | 0 | | | 13:30 | 81 | 39 | | |
| 1:45 | 2 | 10 | 0 | 3 | 13:45 | 93 | 293 | 81 | 209 |
| | | | | | 502 | | | | |
| 2:00 | 4 | 0 | | | 14:00 | 82 | 66 | | |
| 2:15 | 2 | 2 | | | 14:15 | 89 | 65 | | |
| 2:30 | 2 | 3 | | | 14:30 | 112 | 49 | | |
| 2:45 | 3 | 11 | 0 | 5 | 14:45 | 123 | 406 | 74 | 254 |
| | | | | | 660 | | | | |
| 3:00 | 2 | 3 | | | 15:00 | 126 | 74 | | |
| 3:15 | 2 | 4 | | | 15:15 | 113 | 94 | | |
| 3:30 | 4 | 6 | | | 15:30 | 110 | 77 | | |
| 3:45 | 7 | 15 | 9 | 22 | 15:45 | 149 | 498 | 71 | 316 |
| | | | | | 814 | | | | |
| 4:00 | 4 | 2 | | | 16:00 | 103 | 79 | | |
| 4:15 | 7 | 19 | | | 16:15 | 130 | 81 | | |
| 4:30 | 11 | 30 | | | 16:30 | 140 | 89 | | |
| 4:45 | 12 | 34 | 28 | 79 | 16:45 | 143 | 516 | 79 | 328 |
| | | | | | 844 | | | | |
| 5:00 | 14 | 18 | | | 17:00 | 106 | 91 | | |
| 5:15 | 9 | 29 | | | 17:15 | 154 | 101 | | |
| 5:30 | 15 | 47 | | | 17:30 | 133 | 89 | | |
| 5:45 | 17 | 55 | 51 | 145 | 17:45 | 126 | 519 | 91 | 372 |
| | | | | | 891 | | | | |
| 6:00 | 24 | 50 | | | 18:00 | 78 | 72 | | |
| 6:15 | 34 | 54 | | | 18:15 | 82 | 48 | | |
| 6:30 | 41 | 69 | | | 18:30 | 69 | 57 | | |
| 6:45 | 67 | 166 | 59 | 232 | 18:45 | 73 | 302 | 62 | 239 |
| | | | | | 541 | | | | |
| 7:00 | 81 | 57 | | | 19:00 | 48 | 31 | | |
| 7:15 | 122 | 76 | | | 19:15 | 52 | 42 | | |
| 7:30 | 143 | 135 | | | 19:30 | 34 | 38 | | |
| 7:45 | 111 | 457 | 55 | 323 | 19:45 | 28 | 162 | 32 | 143 |
| | | | | | 305 | | | | |
| 8:00 | 106 | 75 | | | 20:00 | 27 | 27 | | |
| 8:15 | 87 | 44 | | | 20:15 | 24 | 36 | | |
| 8:30 | 77 | 82 | | | 20:30 | 31 | 25 | | |
| 8:45 | 78 | 348 | 49 | 250 | 20:45 | 25 | 107 | 33 | 121 |
| | | | | | 228 | | | | |
| 9:00 | 39 | 33 | | | 21:00 | 19 | 21 | | |
| 9:15 | 45 | 39 | | | 21:15 | 18 | 19 | | |
| 9:30 | 65 | 25 | | | 21:30 | 7 | 21 | | |
| 9:45 | 47 | 196 | 34 | 131 | 21:45 | 13 | 57 | 14 | 75 |
| | | | | | 132 | | | | |
| 10:00 | 40 | 35 | | | 22:00 | 19 | 15 | | |
| 10:15 | 41 | 23 | | | 22:15 | 10 | 14 | | |
| 10:30 | 47 | 34 | | | 22:30 | 9 | 10 | | |
| 10:45 | 39 | 167 | 43 | 135 | 22:45 | 12 | 50 | 12 | 51 |
| | | | | | 101 | | | | |
| 11:00 | 46 | 35 | | | 23:00 | 7 | 11 | | |
| 11:15 | 40 | 44 | | | 23:15 | 6 | 7 | | |
| 11:30 | 51 | 45 | | | 23:30 | 6 | 8 | | |
| 11:45 | 56 | 193 | 29 | 153 | 23:45 | 12 | 31 | 3 | 29 |
| | | | | | 60 | | | | |
| Total Vol. | 1679 | 1493 | | 3172 | | 3137 | 2308 | | 5445 |

| | Daily Totals | | | | Combined | |
|------------------|--------------|-------|--------------|-------|-------------|--------------|
| | NB | SB | EB | WB | | |
| | 4816 | 3801 | | | 8617 | |
| | AM | | PM | | | |
| Split % | 52.9% | 47.1% | 36.8% | 57.6% | 42.4% | 63.2% |
| Peak Hour | 7:15 | 7:15 | 7:15 | 16:30 | 17:00 | 16:30 |
| Volume | 482 | 341 | 823 | 543 | 372 | 903 |
| P.H.F. | 0.84 | 0.63 | 0.74 | 0.87 | 0.92 | 0.89 |

ATTACHMENT B

MULTI-WAY STOP WARRANT ANALYSIS

Section 2B.07 Multi-Way Stop Warrant

Major Street: Campus Av. CALC CS DATE 10/14/2020
 Minor Street: St. Andrews St. CHK CS DATE 10/14/2020

Any one of the following criteria may warrant four-way stop controls:

1. MINIMUM TRAFFIC VOLUMES SATISFIED = **NO**

The total vehicular volume entering the intersection from all approaches must average at least 300 vehicles per hour for any 8 hours of an average day, and SATISFIED = **YES**
Total Volume = **505**

The combined vehicular and pedestrian volume of the traffic on the minor street must average at least 200 units per hour for the same 8 hours with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hours; but SATISFIED = **NO**
Minor Volume = **12**

If the 85th percentile approach speed of the major street traffic exceeds 40 miles per hour, the minimum vehicular volume warrants are 70% of the values provided in the items listed above. SATISFIED = **NO**
Critical Speed = **40**

Combined average vehicle volume exceeds 210 (300 * 70%) SATISFIED = **YES**
 Combined average minor volume exceeds 140 (200 * 70%) SATISFIED = **NO**

| Peak Hour Period | | Hr 1 | Hr 2 | Hr 3 | Hr 4 | Hr 5 | Hr 6 | Hr 7 | Hr 8 | TOTAL | AVG. |
|-----------------------------|-------------|------|------|------|------|------|------|------|------|-------|------|
| | | 16 | 15 | 17 | 14 | 13 | 12 | 18 | 8 | VOL. | VOL. |
| Major Street | Vehicles | 663 | 619 | 596 | 489 | 438 | 409 | 368 | 363 | 3945 | 493 |
| Minor Street | Vehicles | 10 | 14 | 24 | 12 | 10 | 10 | 12 | 19 | 111 | 14 |
| | Pedestrians | 0 | | 1 | | | | | 8 | 9 | 3 |
| | Subtotal | 10 | 14 | 0 | 12 | 10 | 10 | 12 | 27 | 95 | 12 |
| TOTAL AVERAGE HOURLY VOLUME | | | | | | | | | | 505 | |

2. TRAFFIC SIGNAL WARRANTED SATISFIED = **NO**

Urgent need for a four-way stop as an interim measure NO

3. ACCIDENTS SATISFIED = **NO**

Number of Correctable Accidents 0 (5 or more in 12 months)



ATTACHMENT C

JANUARY 2015 THROUGH JUNE 2020 ACCIDENT REPORTS

**City of Ontario
Police Department**

From 1/1/2015 to 6/1/2020

Total Collisions: 0

Injury Collisions: 0

Fatal Collisions: 0

Collision Summary Report

6/9/20

ST. ANDREWS ST & CAMPUS AV

Page 1 of 1

Settings for Query:

Street: ST. ANDREWS ST

Cross Street: CAMPUS AV

Intersection Related: True

Sorted By: Date and Time

June 23, 2020

Mr. Steven Cook
MLC Holdings, Inc.
5 Peters Canyon Road, Suite 310
Irvine, CA 92606

SUBJECT: CAMPUS AVENUE & ST. ANDREWS STREET TRAFFIC SIGNAL WARRANT ANALYSIS

Dear Mr. Steven Cook:

This letter report documents the traffic signal warrant evaluation for the intersection of Campus Avenue and St. Andrews Street in the City of Ontario (see Exhibit 1). The purpose of this evaluation is to determine if a traffic signal is currently warranted or will be warranted with the addition of Project traffic, where the Project is the Campus Residential project located southwest of the subject intersection. A traffic signal warrant analysis has been evaluated for the following analysis scenarios for the purposes of this assessment:

- Existing (2020) Conditions
- Existing plus Project (E+P) Conditions

This letter report utilizes signal warrants 1, 2, 3, 4, 6, 7, and 8 of the most current version of the California Manual on Uniform Traffic Control Devices (CA MUTCD), Federal Highway Administration's MUTCD 2009 Edition as amended for use in California (2014 Edition, Revision 5, dated March 27, 2020) for the purposes of the Existing (2020) traffic signal warrant evaluation. The average daily traffic (ADT) (planning level) traffic signal warrant has been evaluated for E+P traffic conditions. The purpose of this letter will be to determine when the intersection of Campus Avenue and St. Andrews Street currently warrants a traffic signal or would warrant a traffic signal with the addition of traffic from the proposed Project.

SUMMARY OF FINDINGS

The traffic signal warrant analysis indicates that the intersection of Campus Avenue and St. Andrews Street does not currently meet any of the CA MUTCD warrants for Existing (2020) conditions (i.e., Warrants 1, 2, 3, 4, 6, 7, and 8). The addition of Project traffic is not anticipated to result in the traffic signal warrant being met for E+P traffic conditions.

TRAFFIC SIGNAL WARRANT ANALYSIS METHODOLOGY

The term "signal warrants" refers to the list of established criteria used by the California Department of Transportation (Caltrans) and other public agencies to quantitatively justify or ascertain the need for the installation of a traffic signal at an unsignalized intersection.

This evaluation uses the signal warrant criteria presented in the CA MUTCD for the study area intersection of Campus Avenue and St. Andrews Street. Eight warrants from the CA MUTCD are available to be evaluated to identify if the prevailing traffic conditions meet or exceed the minimum criteria. It is important to note that even though an intersection may meet one or more warrant(s), it does not automatically indicate that a traffic signal should be installed. Sound engineering judgment should be utilized in the decision-making process. Chapter 4C of the CA MUTCD presents the guidelines for Traffic Control Signal Needs Studies.

The signal warrant criteria for Existing (2020) traffic conditions are based upon several factors, including, but not limited to, volume of vehicular traffic, frequency of accidents, proximity to other signalized intersections, etc. The CA MUTCD indicates that the installation of a traffic signal should be considered if one or more of the signal warrants are met. This letter utilizes several signal warrants (warrants 1, 2, 3, 4, 6, 7, and 8 of the California MUTCD) for the purposes of determining if a traffic signal is warranted at the intersection of Campus Avenue and St. Andrews Street for Existing (2020) traffic conditions.

The only warrants not evaluated are Warrant 5 (school crossings) and Warrant 9 (Intersection Near a Grade Crossing). Although there is an existing school crosswalk striped on Campus Street south of St. Andrews Street, this warrant has not been evaluated as the last day of school for the Chino Valley School District was May 28, 2020 and prior to the end of the school year the adjacent school (Woodcrest Junior High) was not operating on normal bell schedules as students were practicing distance learning due to the currently on-going COVID-19 pandemic. It is also unclear how the school will function when the 2020-2021 school year begins due to COVID-19, and whether collecting pedestrian counts at that time will be acceptable. As such, Warrant 5 has not been evaluated for the purposes of this assessment. Warrant 9 (Intersection Near a Grade Crossing) has also not been evaluated as it is not applicable (intersection does not lie near an at-grade railroad crossing).

Since the warrants provide specialized warrant criteria for intersections with rural characteristics (i.e., located in communities with populations of less than 10,000 persons or with adjacent major streets operating at or above 40 miles per hour (MPH)), this factor was considered in the preparation of the warrants. For the purposes of this study, the posted speed limit was the basis of determining whether Urban or Rural warrants were used. The posted speed limit on Campus Avenue is 40 MPH. Therefore, the urban warrants have been used. Table 1 summarizes the signal warrants evaluated in this letter, as defined by the CA MUTCD.

The need for a traffic signal at the intersection of Campus Avenue and St. Andrews Street under E+P traffic conditions has been assessed based on future ADT volumes, using the planning level ADT-based signal warrant analysis worksheet (Figure 4C-103 (CA) of the CA MUTCD). This traffic signal warrant is appropriate to use in instances where future traffic is being forecasted or for new intersections where future traffic forecasts are estimated.

It is important to note that a signal warrant defines the minimum condition under which the installation of a traffic signal might be warranted. Meeting this threshold condition does not require that a traffic control signal be installed at a particular location, but rather, that other traffic factors and conditions be evaluated in order to determine whether the signal is truly justified. It should also be noted that signal warrants do not necessarily correlate with level of service (LOS). An intersection may satisfy a signal warrant condition and operate at or above acceptable LOS or operate below acceptable LOS and not meet a signal warrant.

EXISTING (2020) CONDITIONS

EXISTING ROADWAY CONFIGURATIONS

Campus Avenue is currently a three-lane divided roadway in the vicinity of St. Andrews Street with one southbound lane and two northbound lanes separated by a painted median; however, Campus Avenue has two lanes in each direction approximately 480-feet north of St. Andrews Street. The ultimate cross-section for Campus Avenue is 108-feet (ultimate right-of-way) as a 4-lane Minor Arterial. St. Andrews Street is currently a two-lane undivided residential street west of Campus Avenue. St. Andrews Street is currently constructed to its ultimate cross-section.

The study intersection of Campus Avenue and St. Andrews Street is currently controlled by a stop sign on the minor approach (e.g., stop sign on St. Andrews Street). The posted speed limit on Campus Avenue is 40 MPH, thereby requiring use of the urban warrant analysis criteria. The posted speed limit on St. Andrews Street is 25 MPH.

EXISTING (2020) CONDITIONS TRAFFIC VOLUMES

Peak hour and 24-hour approach volume traffic counts were conducted on June 11, 2020 at the study intersection of Campus Avenue and St. Andrews Street. However, upon review of September 2019 data for the same segment (Campus Avenue, south of St. Andrews Street) indicates a reduction of 25 percent in current traffic volumes, likely related to the currently on-going COVID-19 pandemic. As such, the June 2020 have been adjusted by increasing them by 25 percent to reflect typical conditions. Exhibit 2 presents the adjusted Existing (2020) daily one-way (approach) and two-way volumes for the subject intersection. The AM and PM peak hour intersection turning volumes are also shown on Exhibit 2. The traffic count data from September 2019 and June 2020 are included in Attachment A of this letter.

EXISTING (2020) CONDITIONS TRAFFIC SIGNAL WARRANT ANALYSIS

The following summarizes the signal warrant analyses results for the intersection of Campus Avenue and St. Andrews Street:

Signal Warrant 1 – Based on the volumes obtained on June 11, 2020, warrant 1 of the California MUTCD has not been satisfied at this location.

Signal Warrant 2 – Based on the volumes obtained on June 11, 2020, warrant 2 of the California MUTCD has not been satisfied at this location.

Signal Warrant 3 – Based on the volumes obtained on June 11, 2020, warrant 3 of the California MUTCD has not been satisfied at this location.

Signal Warrant 4 – Based on the volumes obtained on June 11, 2020, warrant 4 of the California MUTCD has not been satisfied at this location.

Signal Warrant 6 – Based on field review, warrant 6 of the California MUTCD has not been satisfied at this location.

Signal Warrant 7 – Based on the accident history received for the period between January 2015 and June 2020, warrant 7 of the California MUTCD has not been satisfied at this location.

Signal Warrant 8 – Based on the volumes obtained on June 11, 2020 and review of the City's General Plan, warrant 8 of the California MUTCD has not been satisfied at this location.

Based on the signal warrants evaluated as part of this report for Existing (2020) traffic conditions, the intersection of Campus Avenue and St. Andrews Street does not currently satisfy the requirements for a traffic signal. Existing (2020) traffic signal warrant worksheets are included in Attachment B of this letter. Attachment C includes the collision report provided by the City of Ontario. As shown, there have been no accidents at the intersection of Campus Avenue and St. Andrews Street in the last 5 years (since January 1, 2015 to present).

PROPOSED PROJECT

As identified in the Campus Residential Due Diligence Traffic Assessment (prepared by Urban Crossroads, Inc., dated October 18, 2019), the Project was proposed to include the development of 116 single family detached residential dwelling units. Since the completion of the due diligence traffic assessment, the Project has been reduced to include the development of 92 single family detached residential dwelling units. However, in an effort to conduct a conservative analysis for the purposes of this traffic signal warrant assessment, the trip generation associated with the 116 single family detached residential dwelling units has been used. For the purposes of the analysis the Project is assumed to have an Opening Year of 2024. The proposed Project is anticipated to generate 1,096 trip-ends per day with 87 AM peak hour trips and 115 PM peak hour trips (based on 116 single family detached residential dwelling units). Based on the Project trip distribution patterns the proposed Project would contribute 65% of traffic to the intersection of Campus Avenue at St. Andrews Street (north/south through traffic only). The 65% of traffic equates to 712 trip-ends per day on Campus Avenue.

Mr. Steven Cook
MLC Holdings, Inc.
June 23, 2020
Page 5 of 5

E+P CONDITIONS

E+P TRAFFIC VOLUMES

Project traffic along Campus Avenue (712 trip-ends per day) have been added to the adjusted existing daily traffic volumes (see volumes on Exhibit 3).

E+P TRAFFIC SIGNAL WARRANT ANALYSIS

A traffic signal warrant has been evaluated for E+P traffic conditions based on the average daily traffic. Attachment D contains the E+P conditions traffic signal warrant analysis worksheet. The signal warrant analysis indicates that the intersection of Campus Avenue and St. Andrews Street is not anticipated to meet a traffic signal warrant based on daily traffic for E+P traffic conditions.

CONCLUSION

The traffic signal warrant analysis indicates that the intersection of Campus Avenue and St. Andrews Street does not currently meet any of the MUTCD warrants for Existing (2020) conditions and would continue to not warrant a traffic signal under E+P traffic conditions.

If you have any questions, please contact me directly at (949) 861-0177.

Respectfully submitted,

URBAN CROSSROADS, INC.



Charlene So, P.E.
Associate Principal

EXHIBIT 1: LOCATION MAP

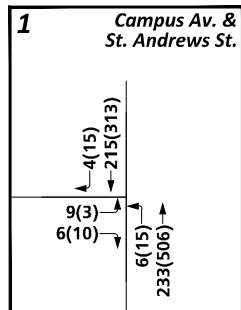


LEGEND:

① = EXISTING INTERSECTION ANALYSIS LOCATION



EXHIBIT 2: EXISTING (2020) TRAFFIC VOLUMES



LEGEND:

- 10(10) = AM(PM) PEAK HOUR INTERSECTION VOLUMES
- 100 = VEHICLES PER DAY (TWO-WAY)
- 100 = APPROACH (ONE-WAY) VOLUMES

EXHIBIT 3: E+P TRAFFIC VOLUMES



LEGEND:

100 = VEHICLES PER DAY (TWO-WAY)



Summary of Traffic Signal Warrants

| Warrant # | Warrant Type | Description |
|-----------|-----------------------------|--|
| 1 | Eight-Hour Vehicular Volume | <p>The need for a traffic control signal shall be considered if an engineering study finds that one of the following conditions exist for each of any 8 hours of an average day:</p> <p>A. The VPH given in both of the 100% columns of Conditions A <u>or</u> Condition B in Table 4C-1 exist on the major-street and the higher-volume minor-street approaches, respectively.</p> <p>The need for a traffic control signal shall be considered if an engineering study finds that both of the following conditions exist for each of any 8 hours of an average day:</p> <p>A. The VPH given in both of the 80% columns of Condition A <u>and</u> Condition B in Table 4C-1 exist on the major-street and the higher-volume minor-street approaches, respectively, to the intersection.</p> |
| 2 | Four-Hour Vehicular Volume | <p>The need for a traffic control signal shall be considered if an engineering study finds that, for each of any 4 hours of an average day, the plotted points representing the vehicles per hour on a major street (total of both approaches) and the corresponding VPH on the higher-volume minor-street approach (one direction only) all fall above the applicable curve in Figure 4C-1 for the existing combination of approach lanes. On the minor street, the higher volume shall not be required to be on the same approach during each of these 4 hours.</p> |
| 3 | Peak Hour | <p>The need for a traffic signal shall be considered if an engineering study finds that the criteria in either of the following two categories are met:</p> <p>A. If all three of the following conditions exist for the same 1 hour (any four consecutive 15-minute periods) of an average day:</p> <ol style="list-style-type: none"> 1. The total stopped time delay experienced by the traffic on one minor-street approach (one direction only) controlled by a STOP sign equals or exceeds: 4 vehicle-hours for a one-lane approach or 5 vehicle-hours for a 2-lane approach; and 2. The volume on the same minor-street approach (one direction only) equals or exceeds 100 VPH for one moving lane of traffic or 150 VPH for two moving lanes; and 3. The total entering volume serviced during the hour equals or exceeds 650 VPH for intersections with three approaches or 800 VPH for intersections with four or more approaches. <p>B. The plotted point representing the VPH on the major street (total of both approaches) and the corresponding VPH on the higher-volume minor-street approach (one direction only) for 1 hour (any four consecutive 15-minute periods) of an average day falls above the applicable curve in Figure 4C-3 for the existing combination of approach lanes.</p> |

Summary of Traffic Signal Warrants

| Warrant # | Warrant Type | Description |
|-----------|---------------------------|--|
| 4 | Pedestrian Volume | <p>The need for a traffic control signal at an intersection or midblock crossing shall be considered if an engineering study finds that one of the following criteria is met:</p> <p>A. For each of any 4 hours of an average day, the plotted points representing the vehicles per hour on the major street (total of both approaches) and the corresponding pedestrians per hour crossing the major street (total of all crossings) all fall above the curve in Figure 4C-5; or</p> <p>B. For 1 hour (any four consecutive 15-minute periods) of an average day, the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding pedestrians per hour crossing the major street (total of all crossings) falls above the curve in Figure 4C-7.</p> <p>The Pedestrian Volume signal warrant shall not be applied at locations where the distance to the nearest traffic control signal or STOP sign controlling the street that pedestrians desire to cross is less than 300 feet, unless the proposed traffic control signal will not restrict the progressive movement of traffic.</p> <p>If this warrant is met and a traffic control signal is justified by an engineering study, the traffic control signal shall be equipped with pedestrian signal heads complying with the provisions set forth in Chapter 4E.</p> |
| 6 | Coordinated Signal System | <p>The need for a traffic signal shall be considered if an engineering study finds that one of the following criteria is met:</p> <p>A. On a one-way street or a street that has traffic predominately in one direction, the adjacent traffic control signals are so far apart that they do not provide the necessary degree of vehicular platooning.</p> <p>B. On a two-way street, the adjacent traffic control signals do not provide the necessary degree of platooning and the proposed and adjacent traffic control signals will collectively provide a progressive operation.</p> |
| 7 | Crash Experience | <p>The need for a traffic signal shall be considered if an engineering study finds that all of the following criteria are met:</p> <p>A. Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce the crash frequency; and</p> <p>B. Five or more reported crashes, of types susceptible to correction by a traffic control signal, have occurred within a 12-month period, each crash involving personal injury or property damage apparently exceeding the applicable requirement for a reportable crash; and</p> <p>C. For each of any 8 hours of an average day, the VPH given in both of the 80% columns of Conditions A in Table 4C-1, or the VPH in both of the 80% columns of Condition B in Table 4C-1 exists on the major-street and the higher-volume minor-street approach, respectively, to the intersection, or the volume of pedestrian traffic is not less than 80% of the requirements specified in the Pedestrian Volume warrant. These major-street and minor-street volumes shall be for the same 8 hours. On the minor street, the higher volume shall not be required to be on the same approach during each of the 8 hours.</p> |

Summary of Traffic Signal Warrants

| Warrant # | Warrant Type | Description |
|-----------|-----------------|--|
| 8 | Roadway Network | <p>The need for a traffic signal shall be considered if an engineering study finds that the common intersection of two or more major routes meets one or both of the following criteria:</p> <ul style="list-style-type: none">A. The intersection has a total existing, or immediately projected, entering volume of at least 1,000 VPH during the peak hour of a typical weekday and has a 5-year projected traffic volumes, based on an engineering study, that meet one or more of Warrants 1, 2, and 3 during an average weekday; orB. The intersection has a total existing or immediately projected entering volume of at least 1,000 VPH for each of any 5 hours of a non-normal business day (Saturday or Sunday). <p>A major route as used in this signal warrant shall have at least one of the following characteristics:</p> <ul style="list-style-type: none">A. It is part of the street or highway system that serves as the principal roadway network for through traffic flow.B. It includes rural or suburban highways outside, entering, or traversing a city.C. It appears as a major route on an official plan, such as a major street plan in an urban area traffic and transportation study. |

DRAFT

ATTACHMENT A
TRAFFIC COUNT DATA FOR JUNE 2020 & SEPTEMBER 2019

DRAFT

**Volume Development
AM Peak Hour**

1: Campus Avenue & St. Andrews Street

| | PHF: 0.801 | | | | 7:15 | | | | Count Date: 6/11/2020 | | | | TOTAL |
|-----------------|-------------------|------------|------------|------------|-------------|------------|------------|------------|------------------------------|------------|------------|------------|--------------|
| | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | |
| Existing 2020: | 6 | 233 | 0 | 0 | 215 | 4 | 9 | 0 | 6 | 0 | 0 | 0 | 473 |
| 2020 ADT: | | 10,037 | | | 9,948 | | | 506 | | | 0 | | |
| 2020 Pk-Daily: | | 5% | | | 5% | | | 5% | | | 0% | | |
| Project: | 0 | 43 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 |
| Project ADT: | | 712 | | | 712 | | | 0 | | | 0 | | |
| Cumulative: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cumulative ADT: | | 0 | | | 0 | | | 0 | | | 0 | | |
| E+P: | 6 | 276 | 0 | 0 | 229 | 4 | 9 | 0 | 6 | 0 | 0 | 0 | 530 |
| E+P ADT: | | 10,749 | | | 10,660 | | | 506 | | | 0 | | |

DRAFT

**Volume Development
PM Peak Hour**

1: Campus Avenue & St. Andrews Street

| | PHF: 0.879 | | 4:00 | | | | Count Date: 6/11/2020 | | | | TOTAL | | |
|-----------------|------------|--------|------|-----|--------|-----|-----------------------|-----|-----|-----|-------|-----|-----|
| | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | | WBT | WBR |
| Existing 2020: | 15 | 506 | 0 | 0 | 313 | 15 | 3 | 0 | 10 | 0 | 0 | 0 | 861 |
| 2020 ADT: | | 10,037 | | | 9,948 | | | 506 | | | 0 | | |
| 2020 Pk-Daily: | | 8% | | | 8% | | | 8% | | | 0% | | |
| Project: | 0 | 28 | 0 | 0 | 47 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 |
| Project ADT: | | 712 | | | 712 | | | 0 | | | 0 | | |
| Cumulative: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cumulative ADT: | | 0 | | | 0 | | | 0 | | | 0 | | |
| E+P: | 15 | 534 | 0 | 0 | 360 | 15 | 3 | 0 | 10 | 0 | 0 | 0 | 936 |
| E+P ADT: | | 10,749 | | | 10,660 | | | 506 | | | 0 | | |

DRAFT

Counts Unlimited, Inc.

City of Ontario
 N/S: Campus Avenue
 E/W: St Andrews Street
 24 Hour Entering Volume Count

PO Box 1178
 Corona, CA 92878
 Phone: (951) 268-6268
 email: counts@countsunlimited.com

ONT001NS
 Site Code: 051-20232

| Start Time | 6/11/2020 Thu | Northbound | | Hour Totals | | Southbound | | Hour Totals | | Combined Totals | |
|-----------------------|---------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-----------------|-------------|
| | | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon |
| 12:00 | | 6 | 46 | | | 3 | 45 | | | | |
| 12:15 | | 7 | 44 | | | 4 | 39 | | | | |
| 12:30 | | 2 | 68 | | | 4 | 48 | | | | |
| 12:45 | | 5 | 66 | 20 | 224 | 3 | 53 | 14 | 185 | 34 | 409 |
| 01:00 | | 3 | 48 | | | 2 | 50 | | | | |
| 01:15 | | 3 | 69 | | | 2 | 38 | | | | |
| 01:30 | | 3 | 67 | | | 2 | 53 | | | | |
| 01:45 | | 3 | 77 | 12 | 261 | 1 | 36 | 7 | 177 | 19 | 438 |
| 02:00 | | 3 | 58 | | | 3 | 51 | | | | |
| 02:15 | | 2 | 60 | | | 3 | 43 | | | | |
| 02:30 | | 1 | 97 | | | 1 | 47 | | | | |
| 02:45 | | 1 | 91 | 7 | 306 | 4 | 42 | 11 | 183 | 18 | 489 |
| 03:00 | | 0 | 75 | | | 4 | 56 | | | | |
| 03:15 | | 2 | 70 | | | 7 | 55 | | | | |
| 03:30 | | 1 | 93 | | | 5 | 72 | | | | |
| 03:45 | | 12 | 127 | 15 | 365 | 6 | 71 | 22 | 254 | 37 | 619 |
| 04:00 | | 7 | 105 | | | 4 | 70 | | | | |
| 04:15 | | 4 | 93 | | | 15 | 64 | | | | |
| 04:30 | | 14 | 121 | | | 23 | 60 | | | | |
| 04:45 | | 9 | 82 | 34 | 401 | 20 | 68 | 62 | 262 | 96 | 663 |
| 05:00 | | 14 | 91 | | | 11 | 68 | | | | |
| 05:15 | | 8 | 85 | | | 24 | 66 | | | | |
| 05:30 | | 23 | 70 | | | 56 | 71 | | | | |
| 05:45 | | 25 | 80 | 70 | 326 | 41 | 65 | 132 | 270 | 202 | 596 |
| 06:00 | | 13 | 64 | | | 37 | 50 | | | | |
| 06:15 | | 29 | 65 | | | 37 | 45 | | | | |
| 06:30 | | 31 | 35 | | | 59 | 33 | | | | |
| 06:45 | | 38 | 42 | 111 | 206 | 59 | 34 | 192 | 162 | 303 | 368 |
| 07:00 | | 35 | 44 | | | 26 | 36 | | | | |
| 07:15 | | 50 | 36 | | | 35 | 43 | | | | |
| 07:30 | | 49 | 32 | | | 56 | 28 | | | | |
| 07:45 | | 57 | 24 | 191 | 136 | 52 | 23 | 169 | 130 | 360 | 266 |
| 08:00 | | 41 | 44 | | | 32 | 18 | | | | |
| 08:15 | | 44 | 22 | | | 30 | 34 | | | | |
| 08:30 | | 40 | 24 | | | 36 | 28 | | | | |
| 08:45 | | 41 | 28 | 166 | 118 | 26 | 21 | 124 | 101 | 290 | 219 |
| 09:00 | | 37 | 23 | | | 27 | 13 | | | | |
| 09:15 | | 24 | 16 | | | 27 | 18 | | | | |
| 09:30 | | 27 | 19 | | | 28 | 20 | | | | |
| 09:45 | | 34 | 10 | 122 | 68 | 30 | 8 | 112 | 59 | 234 | 127 |
| 10:00 | | 36 | 14 | | | 34 | 11 | | | | |
| 10:15 | | 50 | 12 | | | 37 | 10 | | | | |
| 10:30 | | 50 | 21 | | | 27 | 12 | | | | |
| 10:45 | | 45 | 8 | 181 | 55 | 39 | 8 | 137 | 41 | 318 | 96 |
| 11:00 | | 34 | 7 | | | 40 | 1 | | | | |
| 11:15 | | 57 | 3 | | | 31 | 6 | | | | |
| 11:30 | | 55 | 9 | | | 43 | 7 | | | | |
| 11:45 | | 53 | 3 | 199 | 22 | 47 | 2 | 161 | 16 | 360 | 38 |
| Total | | 1128 | 2488 | 1128 | 2488 | 1143 | 1840 | 1143 | 1840 | 2271 | 4328 |
| Combined Total | | 3616 | | 3616 | | 2983 | | 2983 | | 6599 | |
| AM Peak | - | 11:00 | - | - | - | 06:00 | - | - | - | - | - |
| Vol. | - | 199 | - | - | - | 192 | - | - | - | - | - |
| P.H.F. | - | 0.873 | | | | 0.814 | | | | | |
| PM Peak | - | - | 03:45 | - | - | - | 03:30 | - | - | - | - |
| Vol. | - | - | 446 | - | - | - | 277 | - | - | - | - |
| P.H.F. | - | - | 0.878 | | | | 0.962 | | | | |
| Percentage | | 31.2% | 68.8% | | | 38.3% | 61.7% | | | | |
| ADT/AADT | | ADT 6,599 | | AADT 6,599 | | | | | | | |

Counts Unlimited, Inc.

City of Ontario
 N/S: Campus Avenue
 E/W: St Andrews Street
 24 Hour Entering Volume Count

PO Box 1178
 Corona, CA 92878
 Phone: (951) 268-6268
 email: counts@countsunlimited.com

ONT001EW
 Site Code: 051-20232

| Start Time | 6/11/2020 Thu | Eastbound | | Hour Totals | | Hour Totals | | Combined Totals | | Morning | Afternoon |
|-----------------------|------------------|------------|------------|-------------|------------|-------------|-----------|-----------------|-----------|------------|------------|
| | | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon | | |
| 12:00 | | 0 | 1 | | | 0 | 0 | | | | |
| 12:15 | | 0 | 2 | | | 0 | 0 | | | | |
| 12:30 | | 0 | 6 | | | 0 | 0 | | | | |
| 12:45 | | 0 | 1 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 10 |
| 01:00 | | 0 | 2 | | | 0 | 0 | | | | |
| 01:15 | | 0 | 2 | | | 0 | 0 | | | | |
| 01:30 | | 1 | 3 | | | 0 | 0 | | | | |
| 01:45 | | 0 | 3 | 1 | 10 | 0 | 0 | 0 | 0 | 1 | 10 |
| 02:00 | | 0 | 1 | | | 0 | 0 | | | | |
| 02:15 | | 0 | 2 | | | 0 | 0 | | | | |
| 02:30 | | 1 | 4 | | | 0 | 0 | | | | |
| 02:45 | | 0 | 5 | 1 | 12 | 0 | 0 | 0 | 0 | 1 | 12 |
| 03:00 | | 0 | 2 | | | 0 | 0 | | | | |
| 03:15 | | 0 | 5 | | | 0 | 0 | | | | |
| 03:30 | | 0 | 4 | | | 0 | 0 | | | | |
| 03:45 | | 1 | 3 | 1 | 14 | 0 | 0 | 0 | 0 | 1 | 14 |
| 04:00 | | 1 | 3 | | | 0 | 0 | | | | |
| 04:15 | | 1 | 1 | | | 0 | 0 | | | | |
| 04:30 | | 0 | 3 | | | 0 | 0 | | | | |
| 04:45 | | 2 | 3 | 4 | 10 | 0 | 0 | 0 | 0 | 4 | 10 |
| 05:00 | | 0 | 3 | | | 0 | 0 | | | | |
| 05:15 | | 1 | 8 | | | 0 | 0 | | | | |
| 05:30 | | 3 | 11 | | | 0 | 0 | | | | |
| 05:45 | | 2 | 2 | 6 | 24 | 0 | 0 | 0 | 0 | 6 | 24 |
| 06:00 | | 1 | 4 | | | 0 | 0 | | | | |
| 06:15 | | 0 | 4 | | | 0 | 0 | | | | |
| 06:30 | | 1 | 2 | | | 0 | 0 | | | | |
| 06:45 | | 5 | 2 | 7 | 12 | 0 | 0 | 0 | 0 | 7 | 12 |
| 07:00 | | 1 | 1 | | | 0 | 0 | | | | |
| 07:15 | | 2 | 3 | | | 0 | 0 | | | | |
| 07:30 | | 5 | 5 | | | 0 | 0 | | | | |
| 07:45 | | 2 | 2 | 10 | 11 | 0 | 0 | 0 | 0 | 10 | 11 |
| 08:00 | | 7 | 2 | | | 0 | 0 | | | | |
| 08:15 | | 1 | 3 | | | 0 | 0 | | | | |
| 08:30 | | 4 | 3 | | | 0 | 0 | | | | |
| 08:45 | | 3 | 2 | 15 | 10 | 0 | 0 | 0 | 0 | 15 | 10 |
| 09:00 | | 1 | 2 | | | 0 | 0 | | | | |
| 09:15 | | 3 | 0 | | | 0 | 0 | | | | |
| 09:30 | | 8 | 1 | | | 0 | 0 | | | | |
| 09:45 | | 1 | 1 | 13 | 4 | 0 | 0 | 0 | 0 | 13 | 4 |
| 10:00 | | 8 | 1 | | | 0 | 0 | | | | |
| 10:15 | | 2 | 1 | | | 0 | 0 | | | | |
| 10:30 | | 5 | 0 | | | 0 | 0 | | | | |
| 10:45 | | 4 | 0 | 19 | 2 | 0 | 0 | 0 | 0 | 19 | 2 |
| 11:00 | | 3 | 0 | | | 0 | 0 | | | | |
| 11:15 | | 9 | 0 | | | 0 | 0 | | | | |
| 11:30 | | 5 | 0 | | | 0 | 0 | | | | |
| 11:45 | | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 17 | 0 |
| Total | | 94 | 119 | 94 | 119 | 0 | 0 | 0 | 0 | 94 | 119 |
| Combined Total | | 213 | | 213 | | 0 | | 0 | | 213 | |
| AM Peak | - | 10:30 | - | - | - | - | - | - | - | - | - |
| Vol. | - | 21 | - | - | - | - | - | - | - | - | - |
| P.H.F. | - | 0.583 | - | - | - | - | - | - | - | - | - |
| PM Peak | - | - | 04:45 | - | - | - | - | - | - | - | - |
| Vol. | - | - | 25 | - | - | - | - | - | - | - | - |
| P.H.F. | - | - | 0.568 | - | - | - | - | - | - | - | - |
| Percentage | | 44.1% | 55.9% | | | 0.0% | 0.0% | | | | |
| ADT/AADT | | ADT 213 | | AADT 213 | | | | | | | |

City of Ontario
 N/S: Campus Avenue
 E/W: St Andrews Street
 Weather: Clear

File Name : ONT_Campus_St Andrews_AM
 Site Code : 05120232
 Start Date : 6/11/2020
 Page No : 1

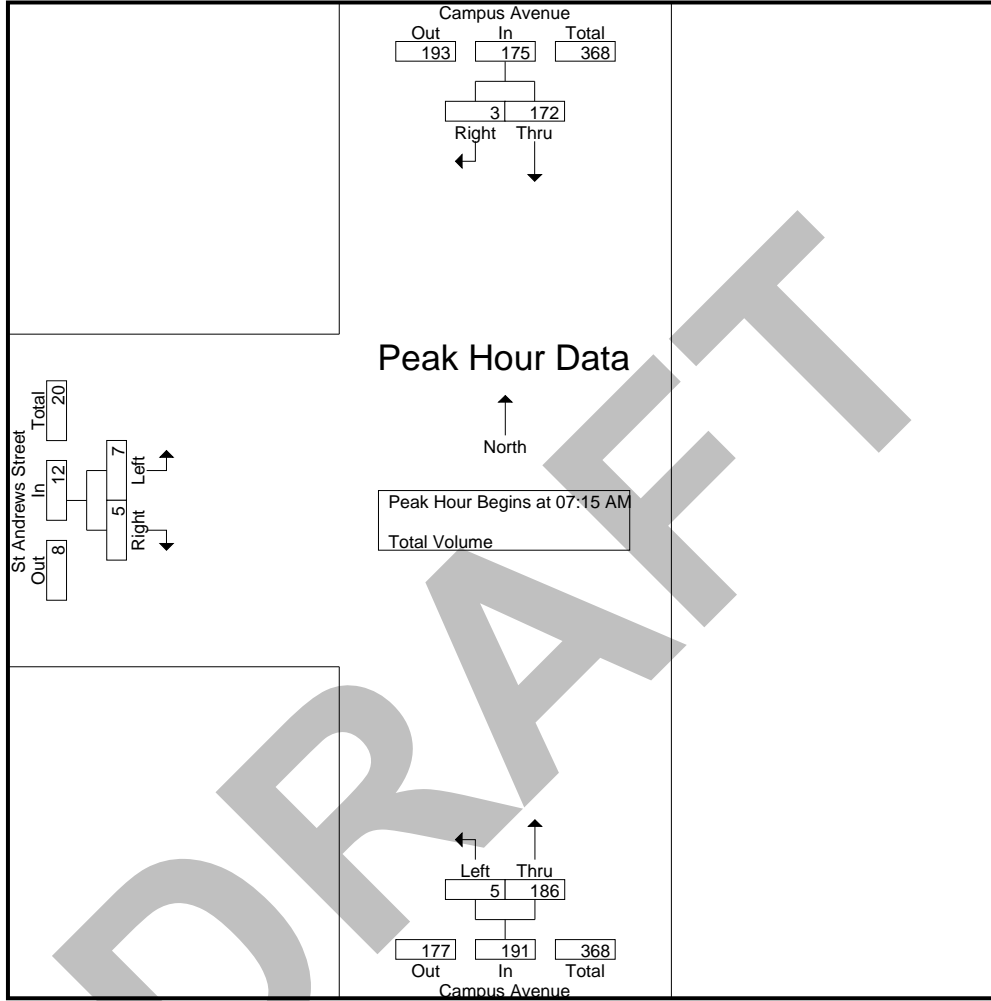
Groups Printed- Total Volume

| Start Time | Campus Avenue Southbound | | | Campus Avenue Northbound | | | St Andrews Street Eastbound | | | Int. Total |
|-------------|--------------------------|-------|------------|--------------------------|------|------------|-----------------------------|-------|------------|------------|
| | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | |
| 07:00 AM | 31 | 1 | 32 | 0 | 38 | 38 | 2 | 0 | 2 | 72 |
| 07:15 AM | 36 | 0 | 36 | 3 | 40 | 43 | 1 | 3 | 4 | 83 |
| 07:30 AM | 50 | 2 | 52 | 1 | 45 | 46 | 1 | 1 | 2 | 100 |
| 07:45 AM | 53 | 1 | 54 | 1 | 61 | 62 | 2 | 0 | 2 | 118 |
| Total | 170 | 4 | 174 | 5 | 184 | 189 | 6 | 4 | 10 | 373 |
| 08:00 AM | 33 | 0 | 33 | 0 | 40 | 40 | 3 | 1 | 4 | 77 |
| 08:15 AM | 34 | 2 | 36 | 0 | 37 | 37 | 0 | 1 | 1 | 74 |
| 08:30 AM | 35 | 0 | 35 | 0 | 44 | 44 | 0 | 1 | 1 | 80 |
| 08:45 AM | 28 | 2 | 30 | 0 | 42 | 42 | 1 | 2 | 3 | 75 |
| Total | 130 | 4 | 134 | 0 | 163 | 163 | 4 | 5 | 9 | 306 |
| Grand Total | 300 | 8 | 308 | 5 | 347 | 352 | 10 | 9 | 19 | 679 |
| Apprch % | 97.4 | 2.6 | | 1.4 | 98.6 | | 52.6 | 47.4 | | |
| Total % | 44.2 | 1.2 | 45.4 | 0.7 | 51.1 | 51.8 | 1.5 | 1.3 | 2.8 | |

| Start Time | Campus Avenue Southbound | | | Campus Avenue Northbound | | | St Andrews Street Eastbound | | | Int. Total |
|--|--------------------------|-------|------------|--------------------------|------|------------|-----------------------------|-------|------------|------------|
| | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | |
| 07:15 AM | 36 | 0 | 36 | 3 | 40 | 43 | 1 | 3 | 4 | 83 |
| 07:30 AM | 50 | 2 | 52 | 1 | 45 | 46 | 1 | 1 | 2 | 100 |
| 07:45 AM | 53 | 1 | 54 | 1 | 61 | 62 | 2 | 0 | 2 | 118 |
| 08:00 AM | 33 | 0 | 33 | 0 | 40 | 40 | 3 | 1 | 4 | 77 |
| Total Volume | 172 | 3 | 175 | 5 | 186 | 191 | 7 | 5 | 12 | 378 |
| % App. Total | 98.3 | 1.7 | | 2.6 | 97.4 | | 58.3 | 41.7 | | |
| PHF | .811 | .375 | .810 | .417 | .762 | .770 | .583 | .417 | .750 | .801 |

City of Ontario
 N/S: Campus Avenue
 E/W: St Andrews Street
 Weather: Clear

File Name : ONT_Campus_St Andrews_AM
 Site Code : 05120232
 Start Date : 6/11/2020
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

| | 07:15 AM | | | 07:15 AM | | | 07:15 AM | | |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins. | 36 | 0 | 36 | 3 | 40 | 43 | 1 | 3 | 4 |
| +15 mins. | 50 | 2 | 52 | 1 | 45 | 46 | 1 | 1 | 2 |
| +30 mins. | 53 | 1 | 54 | 1 | 61 | 62 | 2 | 0 | 2 |
| +45 mins. | 33 | 0 | 33 | 0 | 40 | 40 | 3 | 1 | 4 |
| Total Volume | 172 | 3 | 175 | 5 | 186 | 191 | 7 | 5 | 12 |
| % App. Total | 98.3 | 1.7 | | 2.6 | 97.4 | | 58.3 | 41.7 | |
| PHF | .811 | .375 | .810 | .417 | .762 | .770 | .583 | .417 | .750 |

City of Ontario
 N/S: Campus Avenue
 E/W: St Andrews Street
 Weather: Clear

File Name : ONT_Campus_St Andrews_pm
 Site Code : 05120232
 Start Date : 6/11/2020
 Page No : 1

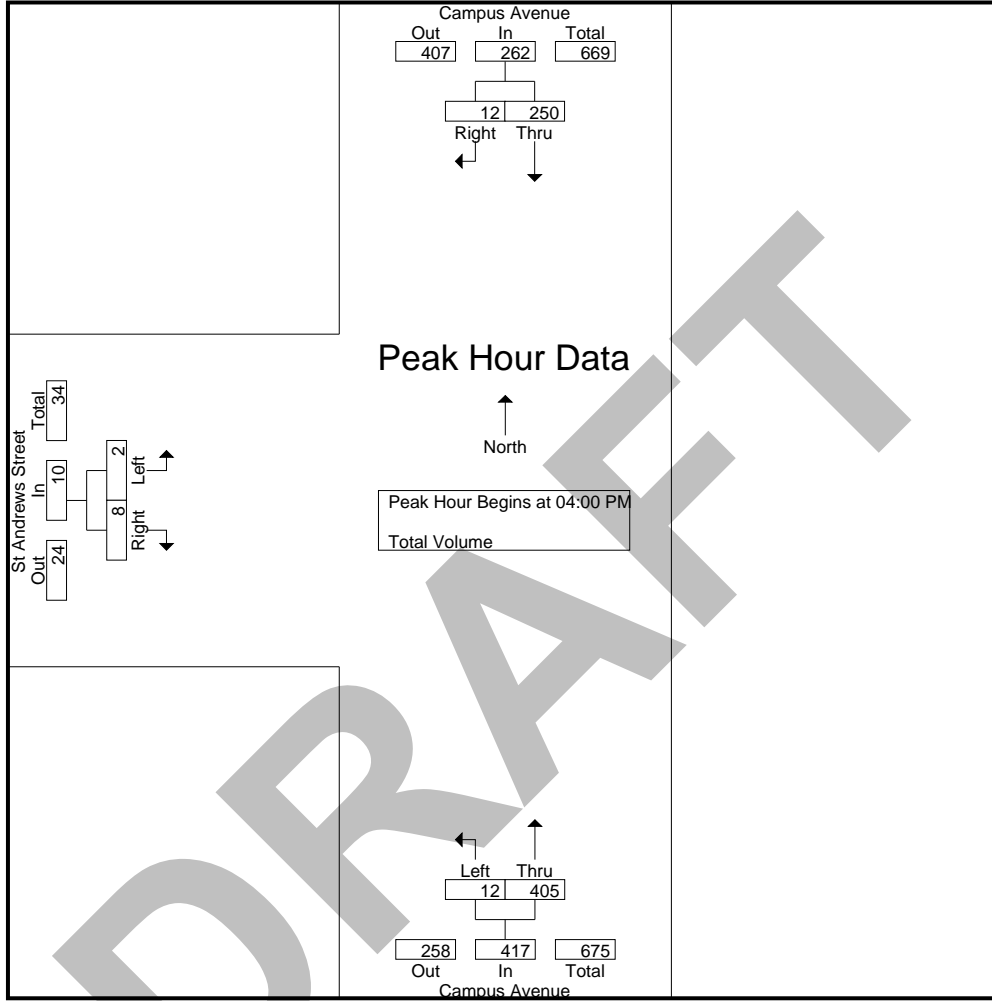
Groups Printed- Total Volume

| Start Time | Campus Avenue Southbound | | | Campus Avenue Northbound | | | St Andrews Street Eastbound | | | Int. Total |
|-------------|--------------------------|-------|------------|--------------------------|------|------------|-----------------------------|-------|------------|------------|
| | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | |
| 04:00 PM | 68 | 2 | 70 | 6 | 99 | 105 | 0 | 2 | 2 | 177 |
| 04:15 PM | 61 | 3 | 64 | 0 | 94 | 94 | 1 | 1 | 2 | 160 |
| 04:30 PM | 63 | 3 | 66 | 5 | 122 | 127 | 1 | 2 | 3 | 196 |
| 04:45 PM | 58 | 4 | 62 | 1 | 90 | 91 | 0 | 3 | 3 | 156 |
| Total | 250 | 12 | 262 | 12 | 405 | 417 | 2 | 8 | 10 | 689 |
| 05:00 PM | 61 | 5 | 66 | 1 | 94 | 95 | 1 | 2 | 3 | 164 |
| 05:15 PM | 63 | 0 | 63 | 1 | 90 | 91 | 5 | 3 | 8 | 162 |
| 05:30 PM | 67 | 6 | 73 | 4 | 72 | 76 | 3 | 7 | 10 | 159 |
| 05:45 PM | 56 | 4 | 60 | 6 | 53 | 59 | 1 | 2 | 3 | 122 |
| Total | 247 | 15 | 262 | 12 | 309 | 321 | 10 | 14 | 24 | 607 |
| Grand Total | 497 | 27 | 524 | 24 | 714 | 738 | 12 | 22 | 34 | 1296 |
| Apprch % | 94.8 | 5.2 | | 3.3 | 96.7 | | 35.3 | 64.7 | | |
| Total % | 38.3 | 2.1 | 40.4 | 1.9 | 55.1 | 56.9 | 0.9 | 1.7 | 2.6 | |

| Start Time | Campus Avenue Southbound | | | Campus Avenue Northbound | | | St Andrews Street Eastbound | | | Int. Total |
|--|--------------------------|----------|------------|--------------------------|------------|------------|-----------------------------|----------|------------|------------|
| | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | |
| 04:00 PM | 68 | 2 | 70 | 6 | 99 | 105 | 0 | 2 | 2 | 177 |
| 04:15 PM | 61 | 3 | 64 | 0 | 94 | 94 | 1 | 1 | 2 | 160 |
| 04:30 PM | 63 | 3 | 66 | 5 | 122 | 127 | 1 | 2 | 3 | 196 |
| 04:45 PM | 58 | 4 | 62 | 1 | 90 | 91 | 0 | 3 | 3 | 156 |
| Total Volume | 250 | 12 | 262 | 12 | 405 | 417 | 2 | 8 | 10 | 689 |
| % App. Total | 95.4 | 4.6 | | 2.9 | 97.1 | | 20 | 80 | | |
| PHF | .919 | .750 | .936 | .500 | .830 | .821 | .500 | .667 | .833 | .879 |

City of Ontario
 N/S: Campus Avenue
 E/W: St Andrews Street
 Weather: Clear

File Name : ONT_Campus_St Andrews_pm
 Site Code : 05120232
 Start Date : 6/11/2020
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

| | 04:45 PM | | | 04:00 PM | | | 04:45 PM | | |
|--------------|-----------|----------|-----------|----------|------------|------------|----------|----------|-----------|
| +0 mins. | 58 | 4 | 62 | 6 | 99 | 105 | 0 | 3 | 3 |
| +15 mins. | 61 | 5 | 66 | 0 | 94 | 94 | 1 | 2 | 3 |
| +30 mins. | 63 | 0 | 63 | 5 | 122 | 127 | 5 | 3 | 8 |
| +45 mins. | 67 | 6 | 73 | 1 | 90 | 91 | 3 | 7 | 10 |
| Total Volume | 249 | 15 | 264 | 12 | 405 | 417 | 9 | 15 | 24 |
| % App. Total | 94.3 | 5.7 | | 2.9 | 97.1 | | 37.5 | 62.5 | |
| PHF | .929 | .625 | .904 | .500 | .830 | .821 | .450 | .536 | .600 |

Location: Ontario
 N/S: Campus Avenue
 E/W: St Andrews Street



Date: 6/11/2020
 Day: Thursday

PEDESTRIANS

| | North Leg Campus Avenue Pedestrians | East Leg St Andrews Street Pedestrians | South Leg Campus Avenue Pedestrians | West Leg St Andrews Street Pedestrians | |
|----------------|---|--|---|--|----|
| 7:00 AM | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 2 | 2 | 4 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 1 | 1 | 2 |
| 8:15 AM | 0 | 0 | 3 | 0 | 3 |
| 8:30 AM | 0 | 0 | 0 | 1 | 1 |
| 8:45 AM | 0 | 0 | 1 | 0 | 1 |
| TOTAL VOLUMES: | 0 | 0 | 7 | 4 | 11 |

| | North Leg Campus Avenue Pedestrians | East Leg St Andrews Street Pedestrians | South Leg Campus Avenue Pedestrians | West Leg St Andrews Street Pedestrians | |
|----------------|---|--|---|--|---|
| 4:00 PM | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 |
| TOTAL VOLUMES: | 0 | 0 | 0 | 0 | 0 |

DRAFT

Location: Ontario
 N/S: Campus Avenue
 E/W: St Andrews Street



Date: 6/11/2020
 Day: Thursday

BICYCLES

| | Southbound Campus Avenue | | | Westbound St Andrews Street | | | Northbound Campus Avenue | | | Eastbound St Andrews Street | | | |
|----------------|-----------------------------|------|-------|--------------------------------|------|-------|-----------------------------|------|-------|--------------------------------|------|-------|---|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL VOLUMES: | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 5 |

| | Southbound Campus Avenue | | | Westbound St Andrews Street | | | Northbound Campus Avenue | | | Eastbound St Andrews Street | | | |
|----------------|-----------------------------|------|-------|--------------------------------|------|-------|-----------------------------|------|-------|--------------------------------|------|-------|---|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| TOTAL VOLUMES: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |

DRAFT

Counts Unlimited, Inc.

City of Ontario
 Saint Andrews Street
 W/ Campus Avenue
 24 Hour Directional Volume Count

PO Box 1178
 Corona, CA 92878
 Phone: (951) 268-6268
 email: counts@countsunlimited.com

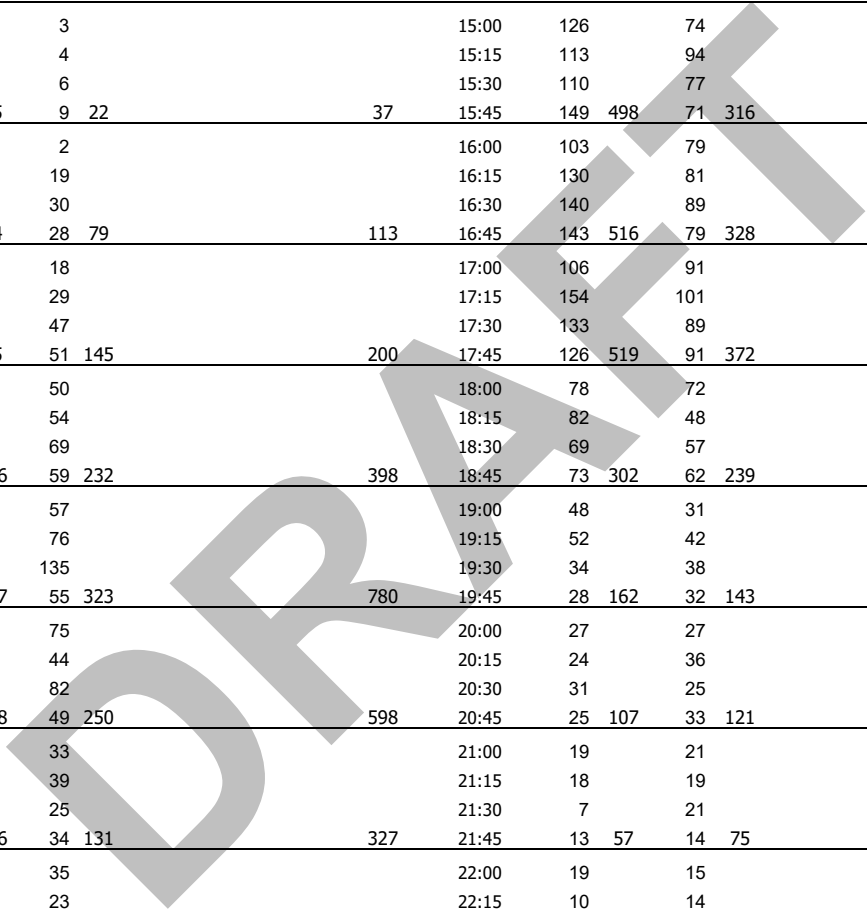
ONT001
 Site Code: 051-20232

| Start Time | 6/11/2020 Thu | Eastbound | | Hour Totals | | Westbound | | Hour Totals | | Combined Totals | |
|-----------------------|------------------|------------|------------|-------------|------------|------------|------------|-------------|------------|-----------------|------------|
| | | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon |
| 12:00 | | 0 | 1 | | | 2 | 2 | | | | |
| 12:15 | | 0 | 2 | | | 1 | 4 | | | | |
| 12:30 | | 0 | 6 | | | 0 | 2 | | | | |
| 12:45 | | 0 | 1 | 0 | 10 | 1 | 4 | 4 | 12 | 4 | 22 |
| 01:00 | | 0 | 2 | | | 0 | 3 | | | | |
| 01:15 | | 0 | 2 | | | 0 | 2 | | | | |
| 01:30 | | 1 | 3 | | | 1 | 10 | | | | |
| 01:45 | | 0 | 3 | 1 | 10 | 1 | 2 | 2 | 17 | 3 | 27 |
| 02:00 | | 0 | 1 | | | 0 | 10 | | | | |
| 02:15 | | 0 | 2 | | | 0 | 1 | | | | |
| 02:30 | | 1 | 4 | | | 0 | 5 | | | | |
| 02:45 | | 0 | 5 | 1 | 12 | 0 | 3 | 0 | 19 | 1 | 31 |
| 03:00 | | 0 | 2 | | | 1 | 3 | | | | |
| 03:15 | | 0 | 5 | | | 0 | 4 | | | | |
| 03:30 | | 0 | 4 | | | 0 | 1 | | | | |
| 03:45 | | 1 | 3 | 1 | 14 | 1 | 8 | 2 | 16 | 3 | 30 |
| 04:00 | | 1 | 3 | | | 0 | 5 | | | | |
| 04:15 | | 1 | 1 | | | 0 | 5 | | | | |
| 04:30 | | 0 | 3 | | | 0 | 7 | | | | |
| 04:45 | | 2 | 3 | 4 | 10 | 1 | 3 | 1 | 20 | 5 | 30 |
| 05:00 | | 0 | 3 | | | 0 | 8 | | | | |
| 05:15 | | 1 | 8 | | | 1 | 4 | | | | |
| 05:30 | | 3 | 11 | | | 0 | 11 | | | | |
| 05:45 | | 2 | 2 | 6 | 24 | 1 | 4 | 2 | 27 | 8 | 51 |
| 06:00 | | 1 | 4 | | | 0 | 7 | | | | |
| 06:15 | | 0 | 4 | | | 0 | 6 | | | | |
| 06:30 | | 1 | 2 | | | 0 | 2 | | | | |
| 06:45 | | 5 | 2 | 7 | 12 | 0 | 2 | 0 | 17 | 7 | 29 |
| 07:00 | | 1 | 1 | | | 0 | 2 | | | | |
| 07:15 | | 2 | 3 | | | 2 | 7 | | | | |
| 07:30 | | 5 | 5 | | | 4 | 3 | | | | |
| 07:45 | | 2 | 2 | 10 | 11 | 6 | 3 | 12 | 15 | 22 | 26 |
| 08:00 | | 7 | 2 | | | 4 | 0 | | | | |
| 08:15 | | 1 | 3 | | | 4 | 5 | | | | |
| 08:30 | | 4 | 3 | | | 2 | 3 | | | | |
| 08:45 | | 3 | 2 | 15 | 10 | 3 | 5 | 13 | 13 | 28 | 23 |
| 09:00 | | 1 | 2 | | | 3 | 1 | | | | |
| 09:15 | | 3 | 0 | | | 3 | 1 | | | | |
| 09:30 | | 8 | 1 | | | 5 | 4 | | | | |
| 09:45 | | 1 | 1 | 13 | 4 | 4 | 1 | 15 | 7 | 28 | 11 |
| 10:00 | | 8 | 1 | | | 3 | 2 | | | | |
| 10:15 | | 2 | 1 | | | 5 | 2 | | | | |
| 10:30 | | 5 | 0 | | | 4 | 3 | | | | |
| 10:45 | | 4 | 0 | 19 | 2 | 5 | 1 | 17 | 8 | 36 | 10 |
| 11:00 | | 3 | 0 | | | 4 | 0 | | | | |
| 11:15 | | 9 | 0 | | | 6 | 1 | | | | |
| 11:30 | | 5 | 0 | | | 5 | 0 | | | | |
| 11:45 | | 0 | 0 | 17 | 0 | 2 | 0 | 17 | 1 | 34 | 1 |
| Total | | 94 | 119 | 94 | 119 | 85 | 172 | 85 | 172 | 179 | 291 |
| Combined Total | | 213 | | 213 | | 257 | | 257 | | 470 | |
| AM Peak | - | 10:30 | - | - | - | 10:45 | - | - | - | - | - |
| Vol. | - | 21 | - | - | - | 20 | - | - | - | - | - |
| P.H.F. | - | 0.583 | - | - | - | 0.833 | - | - | - | - | - |
| PM Peak | - | - | 04:45 | - | - | - | 05:30 | - | - | - | - |
| Vol. | - | - | 25 | - | - | - | 28 | - | - | - | - |
| P.H.F. | - | - | 0.568 | - | - | - | 0.636 | - | - | - | - |
| Percentage | | 44.1% | 55.9% | | | 33.1% | 66.9% | | | | |
| ADT/AADT | | ADT 470 | | AADT 470 | | | | | | | |

ADT2 Campus between St Andrews and Doral.

Suhsduhg#e|#D1pWG#who1#:47#586#::;

| AM Period | NB | SB | EB | WB | PM Period | NB | SB | EB | WB | |
|-------------------|------|------|----|-----|-----------|------|------|----|-----|-------------|
| 0:00 | 3 | 3 | | | 12:00 | 45 | 40 | | | |
| 0:15 | 15 | 3 | | | 12:15 | 42 | 42 | | | |
| 0:30 | 5 | 4 | | | 12:30 | 51 | 46 | | | |
| 0:45 | 4 | 27 | 5 | 15 | 12:45 | 58 | 196 | 43 | 171 | |
| | | | | | | | | | | 367 |
| 1:00 | 6 | 3 | | | 13:00 | 51 | 44 | | | |
| 1:15 | 0 | 0 | | | 13:15 | 68 | 45 | | | |
| 1:30 | 2 | 0 | | | 13:30 | 81 | 39 | | | |
| 1:45 | 2 | 10 | 0 | 3 | 13:45 | 93 | 293 | 81 | 209 | |
| | | | | | | | | | | 502 |
| 2:00 | 4 | 0 | | | 14:00 | 82 | 66 | | | |
| 2:15 | 2 | 2 | | | 14:15 | 89 | 65 | | | |
| 2:30 | 2 | 3 | | | 14:30 | 112 | 49 | | | |
| 2:45 | 3 | 11 | 0 | 5 | 14:45 | 123 | 406 | 74 | 254 | |
| | | | | | | | | | | 660 |
| 3:00 | 2 | 3 | | | 15:00 | 126 | 74 | | | |
| 3:15 | 2 | 4 | | | 15:15 | 113 | 94 | | | |
| 3:30 | 4 | 6 | | | 15:30 | 110 | 77 | | | |
| 3:45 | 7 | 15 | 9 | 22 | 15:45 | 149 | 498 | 71 | 316 | |
| | | | | | | | | | | 814 |
| 4:00 | 4 | 2 | | | 16:00 | 103 | 79 | | | |
| 4:15 | 7 | 19 | | | 16:15 | 130 | 81 | | | |
| 4:30 | 11 | 30 | | | 16:30 | 140 | 89 | | | |
| 4:45 | 12 | 34 | 28 | 79 | 16:45 | 143 | 516 | 79 | 328 | |
| | | | | | | | | | | 844 |
| 5:00 | 14 | 18 | | | 17:00 | 106 | 91 | | | |
| 5:15 | 9 | 29 | | | 17:15 | 154 | 101 | | | |
| 5:30 | 15 | 47 | | | 17:30 | 133 | 89 | | | |
| 5:45 | 17 | 55 | 51 | 145 | 17:45 | 126 | 519 | 91 | 372 | |
| | | | | | | | | | | 891 |
| 6:00 | 24 | 50 | | | 18:00 | 78 | 72 | | | |
| 6:15 | 34 | 54 | | | 18:15 | 82 | 48 | | | |
| 6:30 | 41 | 69 | | | 18:30 | 69 | 57 | | | |
| 6:45 | 67 | 166 | 59 | 232 | 18:45 | 73 | 302 | 62 | 239 | |
| | | | | | | | | | | 541 |
| 7:00 | 81 | 57 | | | 19:00 | 48 | 31 | | | |
| 7:15 | 122 | 76 | | | 19:15 | 52 | 42 | | | |
| 7:30 | 143 | 135 | | | 19:30 | 34 | 38 | | | |
| 7:45 | 111 | 457 | 55 | 323 | 19:45 | 28 | 162 | 32 | 143 | |
| | | | | | | | | | | 305 |
| 8:00 | 106 | 75 | | | 20:00 | 27 | 27 | | | |
| 8:15 | 87 | 44 | | | 20:15 | 24 | 36 | | | |
| 8:30 | 77 | 82 | | | 20:30 | 31 | 25 | | | |
| 8:45 | 78 | 348 | 49 | 250 | 20:45 | 25 | 107 | 33 | 121 | |
| | | | | | | | | | | 228 |
| 9:00 | 39 | 33 | | | 21:00 | 19 | 21 | | | |
| 9:15 | 45 | 39 | | | 21:15 | 18 | 19 | | | |
| 9:30 | 65 | 25 | | | 21:30 | 7 | 21 | | | |
| 9:45 | 47 | 196 | 34 | 131 | 21:45 | 13 | 57 | 14 | 75 | |
| | | | | | | | | | | 132 |
| 10:00 | 40 | 35 | | | 22:00 | 19 | 15 | | | |
| 10:15 | 41 | 23 | | | 22:15 | 10 | 14 | | | |
| 10:30 | 47 | 34 | | | 22:30 | 9 | 10 | | | |
| 10:45 | 39 | 167 | 43 | 135 | 22:45 | 12 | 50 | 12 | 51 | |
| | | | | | | | | | | 101 |
| 11:00 | 46 | 35 | | | 23:00 | 7 | 11 | | | |
| 11:15 | 40 | 44 | | | 23:15 | 6 | 7 | | | |
| 11:30 | 51 | 45 | | | 23:30 | 6 | 8 | | | |
| 11:45 | 56 | 193 | 29 | 153 | 23:45 | 12 | 31 | 3 | 29 | |
| | | | | | | | | | | 60 |
| Total Vol. | 1679 | 1493 | | | | 3137 | 2308 | | | 5445 |



| Daily Totals | | | | |
|--------------|------|----|----|-------------|
| NB | SB | EB | WB | Combined |
| 4816 | 3801 | | | 8617 |

| | AM | | | PM | | |
|------------------|-------|-------|--------------|-------|-------|--------------|
| Split % | 52.9% | 47.1% | 36.8% | 57.6% | 42.4% | 63.2% |
| Peak Hour | 7:15 | 7:15 | 7:15 | 16:30 | 17:00 | 16:30 |
| Volume | 482 | 341 | 823 | 543 | 372 | 903 |
| P.H.F. | 0.84 | 0.63 | 0.74 | 0.87 | 0.92 | 0.89 |

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ATTACHMENT B

EXISTING (2020) CONDITIONS TRAFFIC SIGNAL WARRANT ANALYSIS WORKSHEETS

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet Summary

| | | | |
|---------------|---------------------------|---------------------------------|---------------|
| Jurisdiction: | <u>City of Ontario</u> | Count Date: | 06/11/20 |
| Major Street: | <u>Campus Avenue</u> | Critical Approach Speed (Major) | <u>40</u> mph |
| Minor Street: | <u>St. Andrews Street</u> | Critical Approach Speed (Minor) | <u>25</u> mph |

Major Street Approach Lanes = **2**
 Minor Street Approach Lanes = **1**

| | |
|--|-----------------------|
| WARRANT 1 - Eight Hour Vehicular Volume | SATISFIED = NO |
| WARRANT 2 - Four Hour Vehicular Volume | SATISFIED = NO |
| WARRANT 3 - Peak Hour | SATISFIED = NO |
| WARRANT 4 - Pedestrian Volume | SATISFIED = NO |
| WARRANT 6 - Coordinated Signal System | SATISFIED = NO |
| WARRANT 7 - Crash Experience Warrant | SATISFIED = NO |
| WARRANT 8 - Roadway Network | SATISFIED = NO |

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Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 1 of 4)

| | | | | | | | | |
|---------------|--|------|---------------------------------|----------|----|--|------------|----------|
| | <table border="0" style="margin-left: auto; margin-right: auto;"> <tr> <td style="border-bottom: 1px solid black; width: 20px;">DIST</td> <td style="border-bottom: 1px solid black; width: 20px;">CO</td> <td style="border-bottom: 1px solid black; width: 20px;">RTE</td> <td style="border-bottom: 1px solid black; width: 20px;">PM</td> </tr> </table> | DIST | CO | RTE | PM | | COUNT DATE | 06/11/20 |
| DIST | CO | RTE | PM | | | | | |
| Jurisdiction: | City of Ontario | | CALC | CS | | | | |
| Major Street: | Campus Avenue | | DATE | 06/17/20 | | | | |
| Minor Street: | St. Andrews Street | | CHK | - | | | | |
| | | | DATE | | | | | |
| | | | Critical Approach Speed (Major) | 40 mph | | | | |
| | | | Critical Approach Speed (Minor) | 25 mph | | | | |

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); X

or

In built up area of isolated community of < 10,000 population

URBAN (U)

WARRANT 1 - Eight Hour Vehicular Volume SATISFIED = NO
 (Condition A or Condition B or combination of A and B must be satisfied)

Condition A - Minimum Vehicle Volume 100% SATISFIED = NO
80% SATISFIED = NO

| | Minimum Requirements (80% shown in Brackets) | | | | <i>Minimum Major Approach Volume = 600</i> | | | | | | | | | % Satisfy |
|----------------------------------|---|--------------|--------------|--------------|--|------|------|------|------|------|------|------|-----|-----------|
| | U | R | U | R | Hr 1 | Hr 2 | Hr 3 | Hr 4 | Hr 5 | Hr 6 | Hr 7 | Hr 8 | | |
| Approach Lanes | 1 | | 2 or More | | 16 | 15 | 17 | 14 | 13 | 12 | 18 | 8 | | |
| Both Approaches Major Street | 500 (400) | 350 (280) | 600 (480) | 420 (336) | 829 | 774 | 745 | 611 | 548 | 511 | 460 | 363 | 60% | |
| Highest Approach Minor Street | 150 (120) | 105 (84) | 200 (160) | 140 (112) | 13 | 18 | 30 | 15 | 13 | 13 | 15 | 19 | 8% | |

Condition B - Interruption of Continuous Traffic 100% SATISFIED = NO
80% SATISFIED = NO

| | Minimum Requirements (80% shown in Brackets) | | | | <i>Minimum Major Approach Volume = 900</i> | | | | | | | | | % Satisfy |
|----------------------------------|---|--------------|--------------|--------------|--|------|------|------|------|------|------|------|-----|-----------|
| | U | R | U | R | Hr 1 | Hr 2 | Hr 3 | Hr 4 | Hr 5 | Hr 6 | Hr 7 | Hr 8 | | |
| Approach Lanes | 1 | | 2 or More | | 16 | 15 | 17 | 14 | 13 | 12 | 18 | 8 | | |
| Both Approaches Major Street | 750 (600) | 525 (420) | 900 (720) | 630 (504) | 829 | 774 | 745 | 611 | 548 | 511 | 460 | 363 | 40% | |
| Highest Approach Minor Street | 75 (60) | 53 (42) | 100 (80) | 70 (56) | 13 | 18 | 30 | 15 | 13 | 13 | 15 | 19 | 17% | |

Combination of Conditions A & B SATISFIED = NO

| REQUIREMENT | CONDITIONS | √ | FULFILLED |
|--|---------------------------------------|---|-----------|
| TWO CONDITIONS 80% SATISFIED | A. MINIMUM VEHICULAR VOLUME AND, | ✓ | NO |
| | B. INTERRUPTION OF CONTINUOUS TRAFFIC | ✓ | NO |
| AND, AN ADEQUATE TRIAL OF OTHER ALTERNATIVES THAT COULD CAUSE LESS DELAY AND INCONVENIENCE TO TRAFFIC HAS FAILED TO SOLVE THE TRAFFIC PROBLEMS | | | NO |

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 4)

Major Street: Campus Avenue

Minor Street: St. Andrews Street

WARRANT 2 - Four Hour Vehicular Volume

SATISFIED* = NO

Record hourly vehicular volumes for any four hours of an average day.

| APPROACH LANES | Number of Lanes | 16 | 15 | 17 | 14 |
|---------------------------------|-----------------|-----|-----|-----|-----|
| Both Approaches - Major Street | 2 | 829 | 774 | 745 | 611 |
| Highest Approach - Minor Street | 1 | 13 | 18 | 30 | 15 |

| | |
|--|----|
| *All plotted points fall above the curves in Figure 4C-1. (URBAN AREAS) | NO |
| OR, All plotted points fall above the curves in Figure 4C-2. (RURAL AREAS) | NO |

WARRANT 3 - Peak Hour

SATISFIED = NO

(Part A or Part B must be satisfied)

PART A

SATISFIED = NO

(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

| | |
|---|----|
| 1. The total delay experienced for traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND | NO |
| 2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND | |
| 3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches. | |

PART B

SATISFIED = NO

| APPROACH LANES | Number of Lanes | 16 |
|---------------------------------|-----------------|-----|
| Both Approaches - Major Street | 2 | 849 |
| Highest Approach - Minor Street | 1 | 13 |

| | |
|--|----|
| The plotted points fall above the curve in Figure 4C-3. (URBAN AREAS) | NO |
| OR, The plotted point falls above the curves in Figure 4C-4. (RURAL AREAS) | NO |

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 3 of 4)

Major Street: Campus Avenue

Minor Street: St. Andrews Street

WARRANT 4 - Pedestrian Volume SATISFIED = **NO**
 (Parts 1 & 2 must be satisfied)

Part 1 (Parts A or B must be satisfied)

| | | Hr 1 | Hr 2 | Hr 3 | Hr 4 | | |
|----|-------------------------------|------------|------------|------------|------------|----------------------------|----|
| | | 7 | 8 | 4 | 6 | | |
| A. | Veh per hour for any 4 hours | 466 | 383 | 861 | 759 | Figure 4C-5 or Figure 4C-6 | NO |
| | Peds per hour for any 4 hours | 3 | 6 | 0 | 0 | | |

| | | 8:00 | 8:15 | 8:30 | 8:45 | | |
|----|------------------------------|-----------|-----------|------------|-----------|----------------------------|----|
| | | 96 | 93 | 100 | 94 | | |
| B. | Veh per hour for any 1 hour | 96 | 93 | 100 | 94 | Figure 4C-7 or Figure 4C-8 | NO |
| | Peds per hour for any 1 hour | 1 | 4 | 0 | 1 | | |

Part 2 SATISFIED = **YES**

| | |
|--|-----|
| AND, The distance to the nearest traffic signal along the major street is greater than 90 m (300 ft) | YES |
| OR, The proposed traffic signal will restrict progressive traffic flow along the major street. | NO |

WARRANT 5 - School Crossings SATISFIED = **NO**
 (Parts A and B, or Part C must be satisfied)

Part A SATISFIED = **NO**

| | | Hr | | |
|--|---------------------------------|----|----------------------|----|
| Gap/Minute and # of Children | | | | |
| Gaps vs | Minutes Children using Crossing | | | |
| Minutes | Number of Adequate Gaps | | | |
| School Age Pedestrian Crossing Street / hr | | | Gap < Minutes | NO |
| | | | AND Children > 20/hr | NO |

| | |
|--|----|
| AND, Consideration has been given to less restrictive remedial measures. | NO |
|--|----|

Part B SATISFIED = **NO**

| | |
|---|----|
| The distance to the nearest traffic signal along the major street is greater than 90 m (300 ft) | NO |
| OR, The proposed traffic signal will restrict progressive movement of traffic. | NO |

Part C (All Parts 1, 2, and 3 below must be satisfied) SATISFIED = **NO**

| | | U | Ry* | | | |
|----|--|-----|-----|--|--|----|
| 1. | Vehicles/hr | 500 | 350 | | | NO |
| | AND, School Age Pedestrians Crossing Street / hr | 100 | 70 | | | NO |
| | OR, School Age Pedestrians Crossing Street / day | 500 | 350 | | | NO |

* When the critical (85th percentile approach speed exceeds 55 km/h (35 mph) or the sight distance to the intersection is less than the required stopping distance, rural criteria should be used.

| | | |
|----|---|----|
| 2. | Other signal warrants are met. | NO |
| 3. | The distance to the nearest controlled crossing is greater than 150 m (600 ft). | NO |

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 4 of 4)

Major Street: Campus Avenue

Minor Street: St. Andrews Street

WARRANT 6 - Coordinated Signal System
 (All parts must be satisfied)

SATISFIED = **NO**

| MINIMUM REQUIREMENT | DISTANCE TO NEAREST SIGNAL | FULFILLED |
|--|---|-----------|
| > 300 m (1000 ft) | N _____ ft, S <u>1,400</u> ft, E _____ ft, W _____ ft | YES |
| On a one-way street or a street that has traffic predominantly in one direction, the adjacent traffic control signals are so far apart that they do not provide the necessary degree of vehicular platooning. | | NO |
| OR, On a two-way street or a street, adjacent traffic control signals do not provide the necessary degree of vehicular platooning and the proposed and adjacent traffic control signals will collectively provide a progressive operation. | | |

WARRANT 7 - Crash Experience Warrant
 (All parts must be satisfied)

SATISFIED = **NO**

| | | |
|---|---|----|
| Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce the crash frequency. | | NO |
| REQUIREMENTS | Number of crashes within a 12 month period susceptible to correction by a traffic signal, and involving injury or damage exceeding the requirements for a reportable crash. | NO |
| 5 OR MORE | Number Accidents = <u>0</u> | |
| REQUIREMENTS | CONDITIONS | √ |
| ONE CONDITION SATISFIED 80% | Warrant 1, Condition A - Minimum Vehicular Volume | NO |
| | OR, Warrant 2, Condition B - Interruption of continuous traffic | NO |
| | OR, Warrant 4, Pedestrian Volume Conditions Ped Vol ≥ 152 for any hour OR, ped Vol ≥ 80 for any 4 hours | NO |

WARRANT 8 - Roadway Network
 (All parts must be satisfied)

SATISFIED = **NO**

| MINIMUM VOLUME REQUIREMENT | ENTERING VOLUMES - ALL APPROACHES | √ | FULFILLED |
|--|--|---------------|-----------|
| 1000 VEH/HR | During typical weekday peak hour <u>841.25</u> veh/hr and has 5-year projected traffic volumes that meet one or more of Warrants 1, 2, and 3 during an average weekday. OR, During Each of Any 5 Hrs. of a Sat. and/or Sun Veh/hr | No | NO |
| CHARACTERISTICS OF MAJOR ROUTES | | | NO |
| | MAJOR ROUTE A | MAJOR ROUTE B | |
| Hwy. System Serving as Principal Network for Through Traffic | YES | NO | |
| Rural or Suburban Highway Outside of, Entering, or Traversing a City | YES | NO | |
| Appears as Major Route on an Official Plan | YES | NO | |
| Any Major Route Characteristics Met, Both Streets | | | |

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.



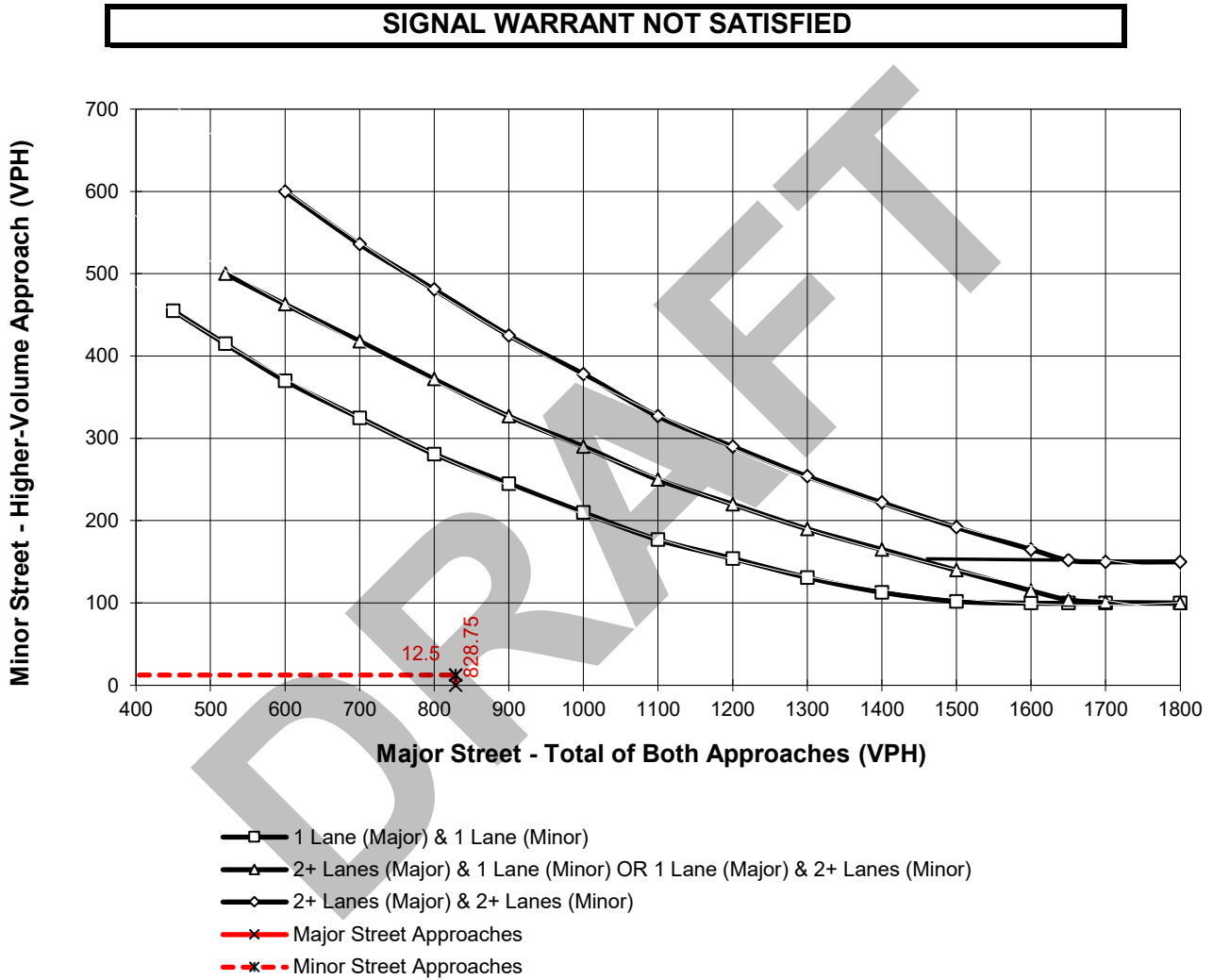
Figure 4C-3. Warrant 3, Peak Hour

Major Street Name = **Campus Avenue**

Total of Both Approaches (VPH) = **849**
 Number of Approach Lanes on Major Street = **2**

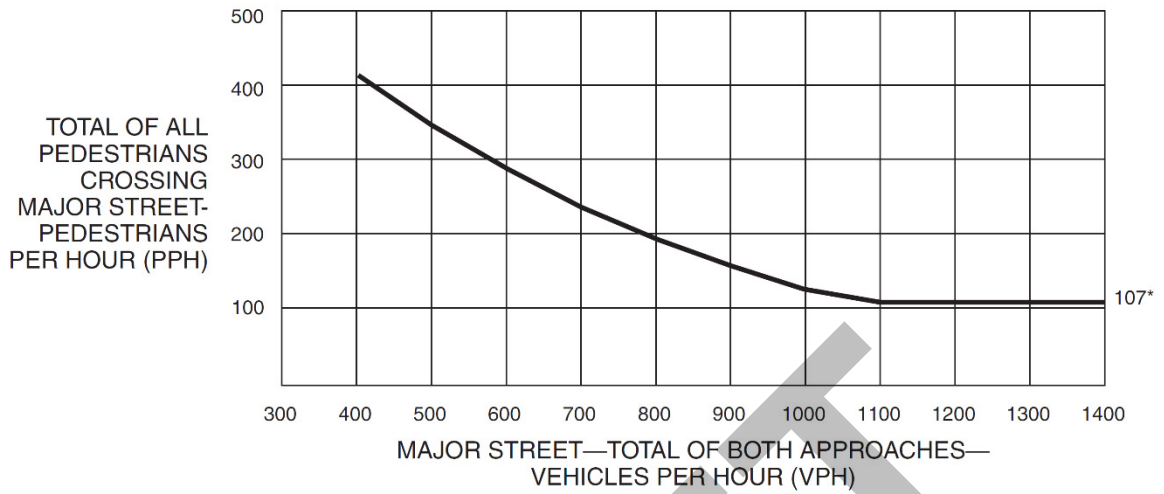
Minor Street Name = **St. Andrews Street**

High Volume Approach (VPH) = **13**
 Number of Approach Lanes On Minor Street = **1**



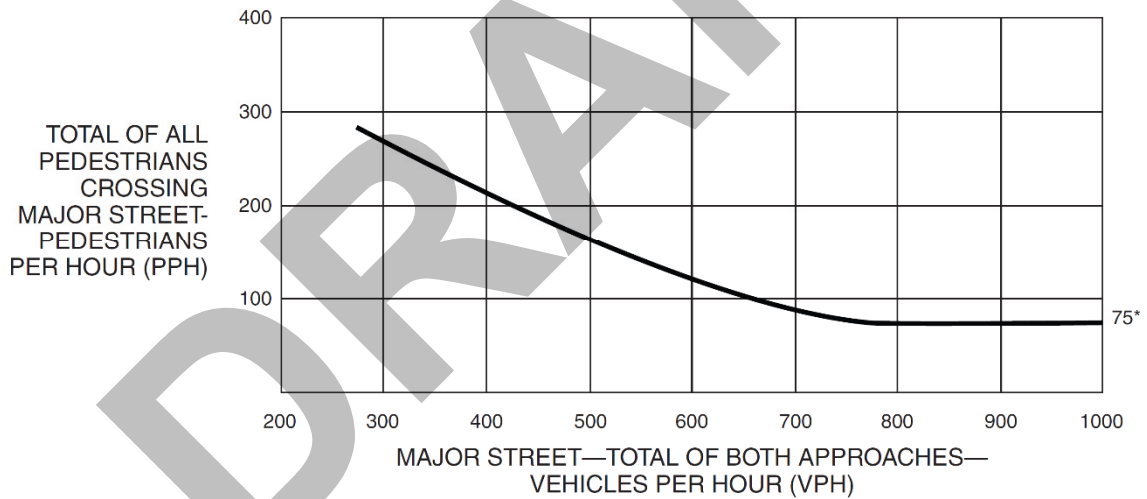
*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach

Figure 4C-5. Warrant 4, Pedestrian Four-Hour Volume



*Note: 107 pph applies as the lower threshold volume.

Figure 4C-6. Warrant 4, Pedestrian Four-Hour Volume (70% Factor)



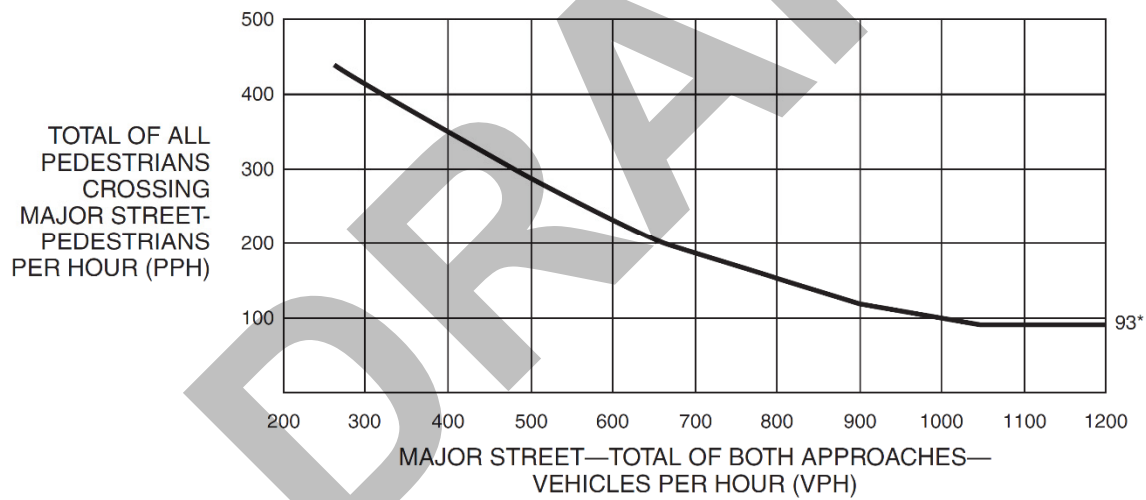
*Note: 75 pph applies as the lower threshold volume.

Figure 4C-7. Warrant 4, Pedestrian Peak Hour



*Note: 133 pph applies as the lower threshold volume.

Figure 4C-8. Warrant 4, Pedestrian Peak Hour (70% Factor)



*Note: 93 pph applies as the lower threshold volume.

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ATTACHMENT C

JANUARY 2015 THROUGH JUNE 2020 ACCIDENT REPORTS

Collision Summary Report

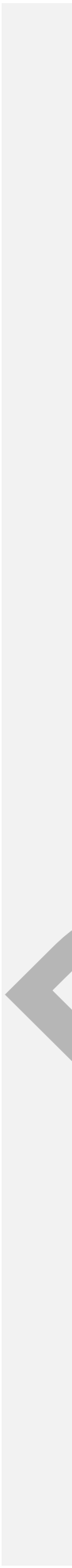
From 1/1/2015 to 6/1/2020

Total Collisions: 0

Injury Collisions: 0

Fatal Collisions: 0

ST. ANDREWS ST & CAMPUS AV



Settings for Query:

Street: ST. ANDREWS ST

Cross Street: CAMPUS AV

Intersection Related: True

Sorted By: Date and Time

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ATTACHMENT D

E+P CONDITIONS TRAFFIC SIGNAL WARRANT ANALYSIS WORKSHEET

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

| | | | | | |
|---|---------------|---------------|---------------|---------------------------------|-------------------------------|
| <u> </u> | <u> </u> | <u> </u> | <u> </u> | TRAFFIC CONDITIONS | <u> </u> |
| DIST | CO | RTE | PM | CALC <u>CS</u> | <u>E+P</u> |
| Jurisdiction: <u>City of Ontario</u> | | | | CHK <u> </u> | DATE <u>06/17/20</u> |
| Major Street: <u>Campus Avenue</u> | | | | Critical Approach Speed (Major) | <u>40</u> mph |
| Minor Street: <u>St. Andrews Street</u> | | | | Critical Approach Speed (Minor) | <u>25</u> mph |
| Major Street Approach Lanes = | | | <u>2</u> | lane | Minor Street Approach Lanes = |
| | | | | | <u>1</u> |
| Major Street Future ADT = | | | <u>10,705</u> | vpd | Minor Street Future ADT = |
| | | | | | <u>253</u> |

Speed limit or critical speed on major street traffic > 64 km/h (40 mph);

or **RURAL (R)**

In built up area of isolated community of < 10,000 population

(Based on Estimated Average Daily Traffic - See Note)

| <u>URBAN</u> | <u>RURAL</u> | Minimum Requirements | | | |
|--|---------------------|-----------------------------------|--------------|---|--------------|
| XX | | <u>EADT</u> | | | |
| CONDITION A - Minimum Vehicular Volume | | Vehicles Per Day on Major Street | | Vehicles Per Day on Higher-Volume Minor Street Approach | |
| <u>Satisfied</u> | | <u>Not Satisfied</u> | | <u>(One Direction Only)</u> | |
| | | XX | | | |
| Number of lanes for moving traffic on each approach | | <u>(Total of Both Approaches)</u> | | | |
| <u>Major Street</u> | <u>Minor Street</u> | <u>Urban</u> | <u>Rural</u> | <u>Urban</u> | <u>Rural</u> |
| 1 | 1 | 8,000 | 5,600 | 2,400 | 1,680 |
| 2 + 10,705 | 1 253 | 9,600 * | 6,720 | 2,400 | 1,680 |
| 2 + | 2 + | 9,600 | 6,720 | 3,200 | 2,240 |
| 1 | 2 + | 8,000 | 5,600 | 3,200 | 2,240 |
| CONDITION B - Interruption of Continuous Traffic | | Vehicles Per Day on Major Street | | Vehicles Per Day on Higher-Volume Minor Street Approach | |
| <u>Satisfied</u> | | <u>Not Satisfied</u> | | <u>(One Direction Only)</u> | |
| | | XX | | | |
| Number of lanes for moving traffic on each approach | | <u>(Total of Both Approaches)</u> | | | |
| <u>Major Street</u> | <u>Minor Street</u> | <u>Urban</u> | <u>Rural</u> | <u>Urban</u> | <u>Rural</u> |
| 1 | 1 | 12,000 | 8,400 | 1,200 | 850 |
| 2 + 10,705 | 1 253 | 14,400 | 10,080 | 1,200 | 850 |
| 2 + | 2 + | 14,400 | 10,080 | 1,600 | 1,120 |
| 1 | 2 + | 12,000 | 8,400 | 1,600 | 1,120 |
| Combination of CONDITIONS A + B | | 2 CONDITIONS | | 2 CONDITIONS | |
| <u>Satisfied</u> | | <u>Not Satisfied</u> | | | |
| | | XX | | | |
| No one condition satisfied, but following conditions fulfilled 80% of more | | 80% | | 80% | |
| | | <u>A</u> | | <u>B</u> | |
| | | 11% | | 21% | |

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.



NOISE IMPACT REPORT
CAMPUS AVENUE RESIDENTIAL PROJECT
CITY OF ONTARIO

Lead Agency:

City of Ontario
303 East B Street
Ontario, CA 91764

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Project No. 20059

July 2, 2020

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ACRONYMS AND ABBREVIATIONS

| | |
|----------|---|
| ANSI | American National Standards Institute |
| Caltrans | California Department of Transportation |
| CEQA | California Environmental Quality Act |
| City | City of Ontario |
| cmu | Concrete masonry unit |
| CNEL | Community Noise Equivalent Level |
| dB | Decibel |
| dBA | A-weighted decibels |
| DOT | Department of Transportation |
| FHWA | Federal Highway Administration |
| FTA | Federal Transit Administration |
| EPA | Environmental Protection Agency |
| Hz | Hertz |
| Ldn | Day-night average noise level |
| Leq | Equivalent sound level |
| Lmax | Maximum noise level |
| OSB | Oriented Strand Board |
| OSHA | Occupational Safety and Health Administration |
| PPV | Peak particle velocity |
| RMS | Root mean square |
| SEL | Single Event Level or Sound Exposure Level |
| STC | Sound Transmission Class |
| VdB | Vibration velocity level in decibels |

1.0 INTRODUCTION

1.1 Purpose of Analysis

This Noise Impact Report has been prepared to determine the noise impacts associated with the proposed Campus Avenue Residential project (proposed project). The City of Ontario (City) has provided Project Review Comments on March 17, 2020 that provides the following noise-related comments that have been addressed in this analysis:

- 18.0 The Project shall be constructed and operated in a manner so as not to exceed the maximum interior and exterior noise levels set forth in Ontario Municipal Code Title 5 (Public Welfare, Morals, and Conduct), Chapter 29 (Noise).

The maximum interior and exterior noise levels for single-family residential from Title 5, Chapter 29 is shown in Table A.

Table A – City of Ontario Municipal Code Title 5 Single-Family Residential Noise Standards

| Single-Family Residential Noise Standards | Allowed Equivalent Noise Level (dBA Leq) | |
|---|--|-------------------|
| | 7 a.m. to 10 p.m. | 10 p.m. to 7 a.m. |
| Exterior Noise Standard ¹ | 65 | 45 |
| Interior Noise Standard ² | 45 | 40 |

Notes:

¹ Exterior Noise Standard from Section 5-29.04 of the Municipal Code

² Interior Noise Standard from Section 5-29.05 of the Municipal Code

- 18.1 Pursuant to Exhibit S-3a (Future Roadway Noise Contour Map) of the Policy Plan Safety Element, the Project is within the 65-70 dBA CNEL noise contour of Future Roadway Noise Contours. An acoustical analysis is required showing compliance with City noise standards. The analysis shall be approved by the Planning Department prior to Development Advisory Board review and action.

General Plan Policy S4-1 states that the City utilizes the City's Noise Ordinance to mitigate roadway noise impacts to the proposed single-family homes. As such, the same noise standards shown above in Table A will be utilized to meet the 18.1 requirements.

1.2 Site Location and Study Area

The project site is located in the City of Ontario (City) on a 7.3 acre vacant parcel that is located on the west side of Campus Avenue between St Andrews Street and Doral Street. The project site is bounded by single-family homes to the north, Campus Avenue and single-family homes to the east, single-family and multi-family homes to the south, and single-family homes to the west. The project study area is shown in Figure 1.

1.3 Proposed Project Description

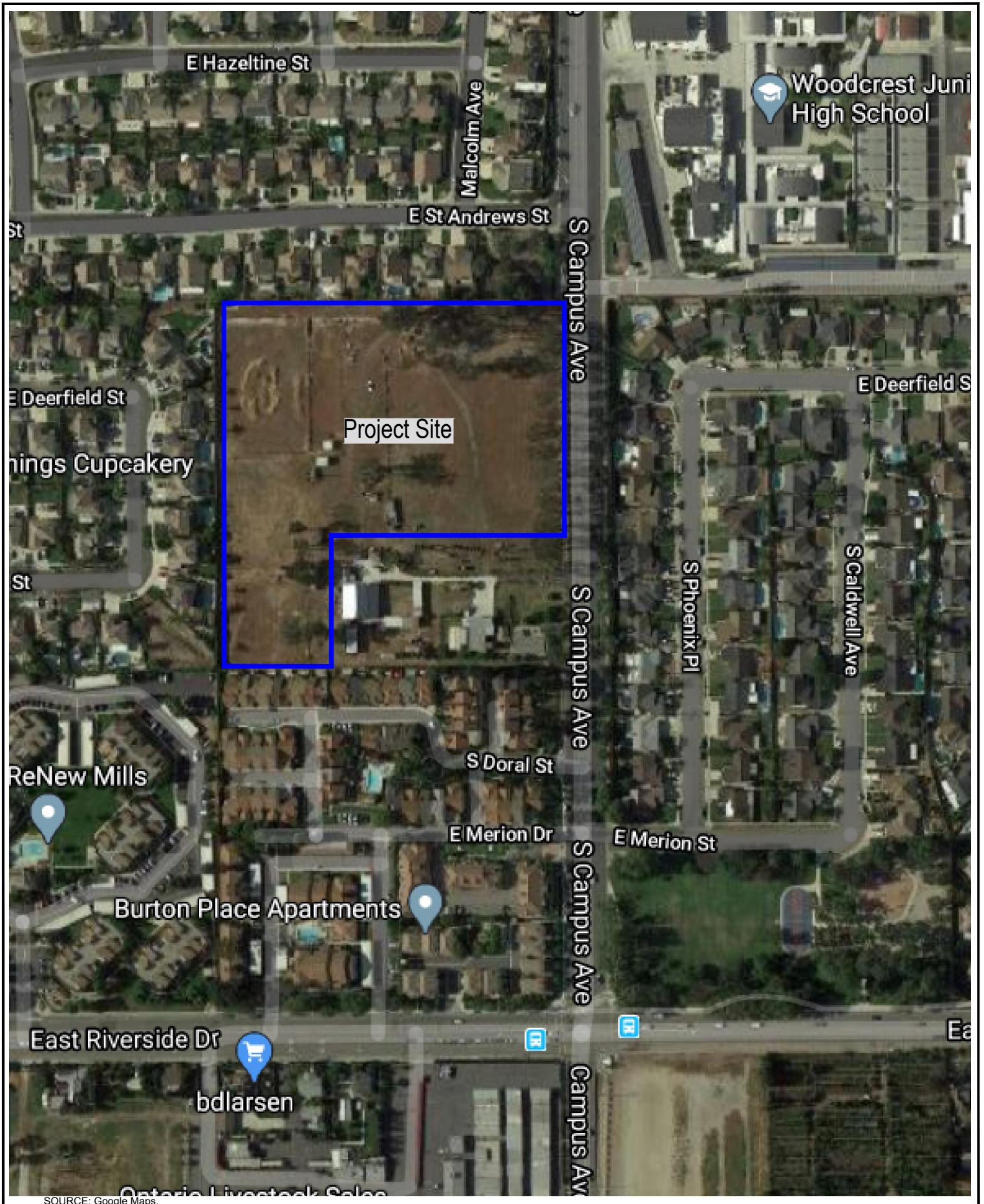
The proposed project consists of the development of 92 single-family homes with a recreation area, and 23 guest parking spaces. The site plan is shown in Figure 2 and the conceptual wall and fence plan is shown in Figure 3.

1.4 Project Design Features Incorporated into the Proposed Project

This analysis was based on implementation of the following project design features that are depicted on the plans for the project.

Project Design Feature 1:

The project applicant shall construct the proposed walls shown on the Wall/Fence Plan (see Figure 3) that requires a minimum 6-foot high block wall on the east side of Lots 1 and 47 and a minimum 5.5-foot high block wall on the east side of Lots 48, 49, 51, 90, 91, and 92.



SOURCE: Google Maps.

LEGEND

| SYMBOL | DESCRIPTION |
|--------|---------------------------------------|
| 1 | RECREATIONAL AREA WITH PLAY STRUCTURE |
| 2 | PONIC TABLES |
| 3 | SEATING AREA |
| 4 | POOL AREA |
| 5 | RECREATIONAL BUILDING |
| 6 | ENTRY WALL |
| 7 | PARKING AREA |
| 8 | SIDEWALK |
| 9 | FIRE/HYDRANT |
| 10 | STREET LIGHT |
| 11 | TRANSFORMER |
| 12 | HSA COMMON AREA LANDSCAPING |
| 13 | ENHANCED PAVING |
| 14 | AC UNITS |
| 15 | TURF AREA |

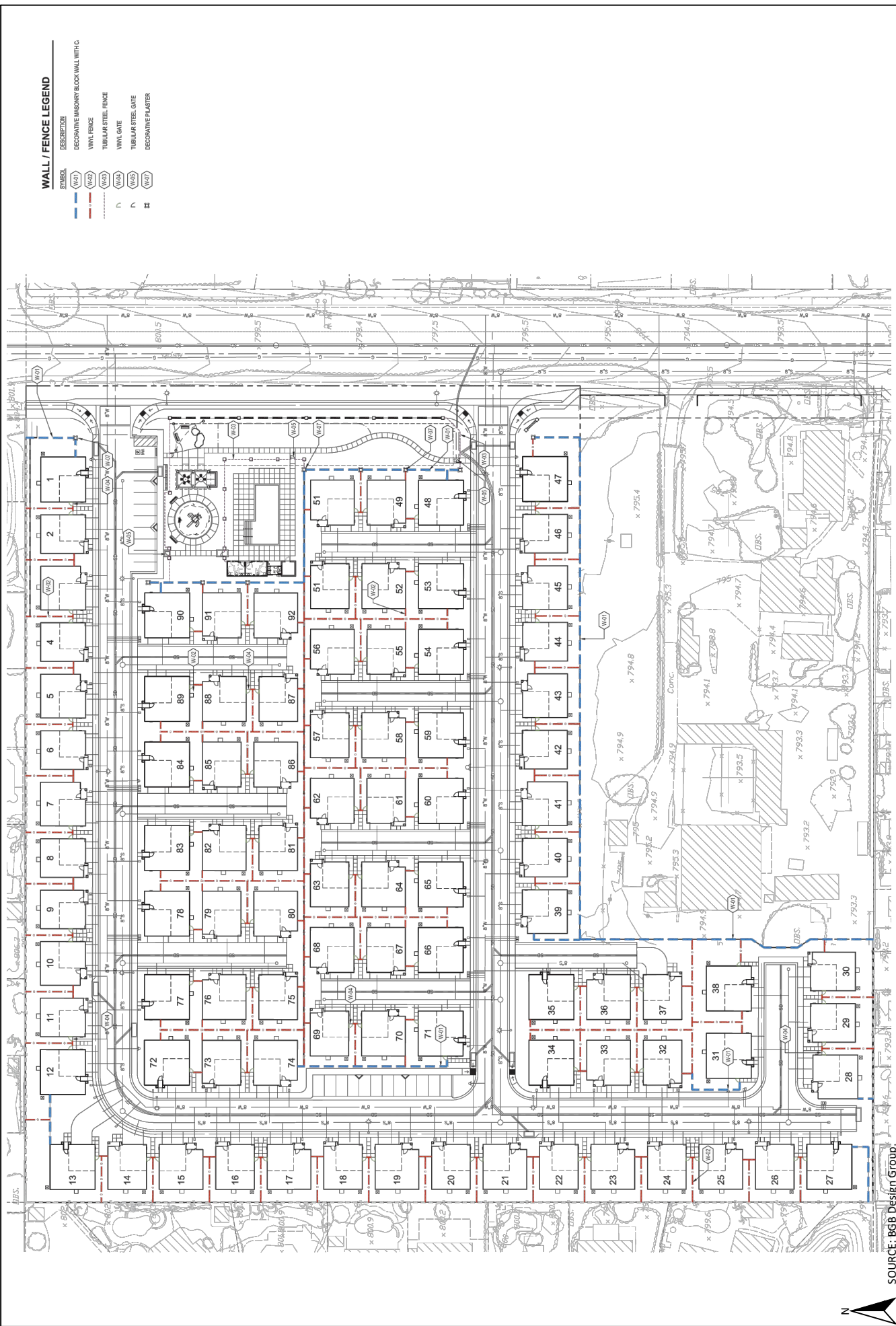


SOURCE: BGB Design Group.



Figure 2
Site Plan

Figure 3
Wall and Fence Plan



SOURCE: BGB Design Group



2.0 NOISE FUNDAMENTALS

Noise is defined as unwanted sound. Sound becomes unwanted when it interferes with normal activities, when it causes actual physical harm or when it has adverse effects on health. Sound is produced by the vibration of sound pressure waves in the air. Sound pressure levels are used to measure the intensity of sound and are described in terms of decibels. The decibel (dB) is a logarithmic unit which expresses the ratio of the sound pressure level being measured to a standard reference level. A-weighted decibels (dBA) approximate the subjective response of the human ear to a broad frequency noise source by discriminating against very low and very high frequencies of the audible spectrum. They are adjusted to reflect only those frequencies which are audible to the human ear.

2.1 Noise Descriptors

Noise Equivalent sound levels are not measured directly, but are calculated from sound pressure levels typically measured in A-weighted decibels (dBA). The equivalent sound level (Leq) represents a steady state sound level containing the same total energy as a time varying signal over a given sample period. The peak traffic hour Leq is the noise metric used by California Department of Transportation (Caltrans) for all traffic noise impact analyses.

The Day-Night Average Level (Ldn) is the weighted average of the intensity of a sound, with corrections for time of day, and averaged over 24 hours. The time of day corrections require the addition of ten decibels to sound levels at night between 10 p.m. and 7 a.m. While the Community Noise Equivalent Level (CNEL) is similar to the Ldn, except that it has another addition of 4.77 decibels to sound levels during the evening hours between 7 p.m. and 10 p.m. These additions are made to the sound levels at these time periods because during the evening and nighttime hours, when compared to daytime hours, there is a decrease in the ambient noise levels, which creates an increased sensitivity to sounds. For this reason the sound appears louder in the evening and nighttime hours and is weighted accordingly. The City of Ontario relies on the CNEL noise standard to assess transportation-related impacts on noise sensitive land uses.

2.2 Tone Noise

A pure tone noise is a noise produced at a single frequency and laboratory tests have shown that humans are more perceptible to changes in noise levels of a pure tone. For a noise source to contain a “pure tone,” there must be a significantly higher A-weighted sound energy in a given frequency band than in the neighboring bands, thereby causing the noise source to “stand out” against other noise sources. A pure tone occurs if the sound pressure level in the one-third octave band with the tone exceeds the average of the sound pressure levels of the two contiguous one-third octave bands by:

- 5 dB for center frequencies of 500 hertz (Hz) and above
- 8 dB for center frequencies between 160 and 400 Hz
- 15 dB for center frequencies of 125 Hz or less

2.3 Noise Propagation

From the noise source to the receiver, noise changes both in level and frequency spectrum. The most obvious is the decrease in noise as the distance from the source increases. The manner in which noise reduces with distance depends on whether the source is a point or line source as well as ground absorption, atmospheric effects and refraction, and shielding by natural and manmade features. Sound from point sources, such as air conditioning condensers, radiate uniformly outward as it travels away from

the source in a spherical pattern. The noise drop-off rate associated with this geometric spreading is 6 dBA per each doubling of the distance (dBA/DD). Transportation noise sources such as roadways are typically analyzed as line sources, since at any given moment the receiver may be impacted by noise from multiple vehicles at various locations along the roadway. Because of the geometry of a line source, the noise drop-off rate associated with the geometric spreading of a line source is 3 dBA/DD.

2.4 Ground Absorption

The sound drop-off rate is highly dependent on the conditions of the land between the noise source and receiver. To account for this ground-effect attenuation (absorption), two types of site conditions are commonly used in traffic noise models, soft-site and hard-site conditions. Soft-site conditions account for the sound propagation loss over natural surfaces such as normal earth and ground vegetation. For point sources, a drop-off rate of 7.5 dBA/DD is typically observed over soft ground with landscaping, as compared with a 6.0 dBA/DD drop-off rate over hard ground such as asphalt, concrete, stone and very hard packed earth. For line sources a 4.5 dBA/DD is typically observed for soft-site conditions compared to the 3.0 dBA/DD drop-off rate for hard-site conditions. Caltrans research has shown that the use of soft-site conditions is more appropriate for the application of the Federal Highway Administration (FHWA) traffic noise prediction model used in this analysis.

3.0 EXISTING NOISE CONDITIONS

To determine the existing noise levels, noise measurements have been taken in the vicinity of the project site. The field survey noted that noise within the proposed project area is generally characterized by vehicles on South Campus Avenue that is located adjacent to the east side of the project site. The following describes the measurement procedures, measurement locations, and measurement results of the existing noise environment.

3.1 Noise Measurement Equipment

The noise measurements were taken using three Larson Davis Model LXT1 Type 1 sound level meters programmed in “slow” mode to record the sound pressure level at 1-second intervals for 24 hours in “A” weighted form. In addition, the L_{eq} averaged over the entire measuring time and L_{max} were recorded with both sound level meters. The sound level meters and microphones were mounted on fences in the vicinity of the project site, were placed between four and six feet above the ground and were equipped with windscreens during all measurements. The noise meters were calibrated before and after the monitoring using a Larson Davis Cal200 calibrator. All noise level measurement equipment meets American National Standards Institute specifications for sound level meters (S1.4-1983 identified in Chapter 19.68.020.AA).

Noise Measurement Location

The noise monitoring locations were selected in order to obtain noise levels on the project site and in the vicinity of the nearby sensitive receptors. Descriptions of the noise monitoring sites are provided below in Table B and are shown in Figure 4. Appendix A includes a photo index of the study area and noise level measurement locations.

Noise Measurement Timing and Climate

The noise measurements were recorded between 3:32 p.m. on Tuesday, June 9, 2020 and 3:57 p.m. on Wednesday, June 10, 2020. When the noise measurements were started the sky was clear (no clouds), the temperature was 99 degrees Fahrenheit, the humidity was 14 percent, barometric pressure was 29.09 inches of mercury, and the wind was blowing around three miles per hour. Overnight, the temperature dropped to 60 degrees Fahrenheit. At the conclusion of the noise measurements, the sky was clear, the temperature was 75 degrees Fahrenheit, the humidity was 49 percent, barometric pressure was 29.75 inches of mercury, and the wind was blowing around five miles per hour.

3.2 Noise Measurement Results

The results of the noise level measurements are presented in Table B. The measured sound pressure levels in dBA have been used to calculate the minimum and maximum L_{eq} averaged over 1-hour intervals. Table B also shows the L_{eq} , L_{max} , and CNEL, based on the entire measurement time. The noise monitoring data printouts are included in Appendix B. Figure 5 shows a graph of the 24-hour noise measurements.

Table B – Existing (Ambient) Noise Level Measurements

| Site No. | Site Description | Average (dBA L _{eq}) | | 1-hr Average (dBA L _{eq} /Time) | | Average (dBA CNEL) |
|----------|--|--------------------------------|------------------------|--|-------------------|--------------------|
| | | Daytime ¹ | Nighttime ² | Minimum | Maximum | |
| 1 | Located north of project site on fence on south side of St Andrews Street, approximately 85 feet west of Campus Avenue centerline. | 62.8 | 56.3 | 52.2 2:50 a.m. | 65.2 4:26 p.m. | 65.2 |
| 2 | Located on a fence on project site driveway, approximately 55 feet west of Campus Avenue centerline. | 64.3 | 57.9 | 52.3 2:58 a.m. | 65.5 4:17 p.m. | 66.8 |
| 3 | Located south of project site on fence of driveway for home at 2862 Campus Avenue, approximately 75 feet west of Campus Avenue centerline. | 62.7 | 56.0 | 50.9 3:13 a.m. | 64.1 2:45 p.m. | 65.0 |

Notes:

¹ Daytime defined as 7:00 a.m. to 10:00 p.m. (Section 5-29.04 of the Municipal Code)

² Nighttime define as 10:00 p.m. to 7:00 a.m. (Section 5-29.04 of the Municipal Code)

Source: Noise measurements taken between Tuesday, June 9 and Wednesday, June 10, 2020.

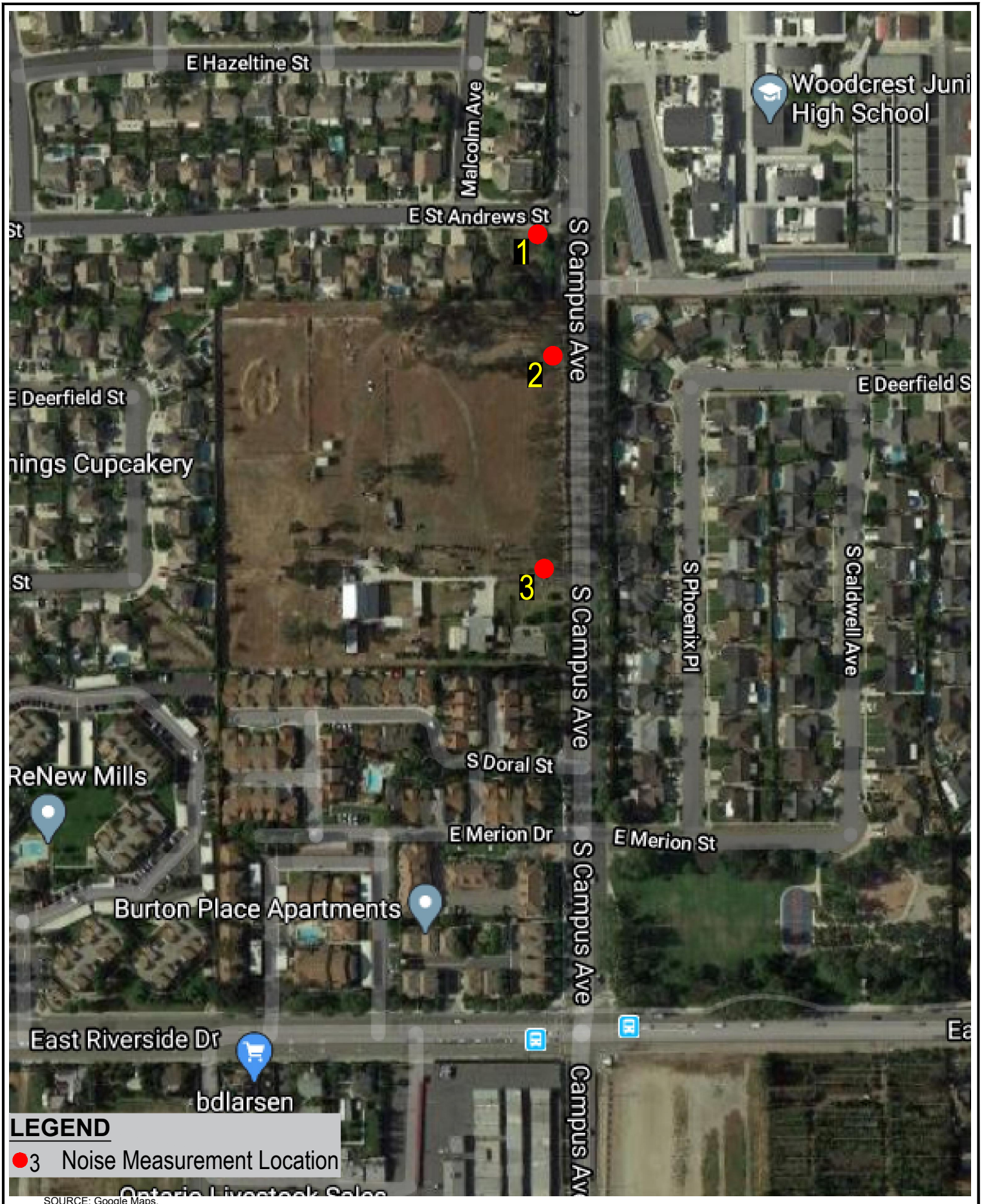
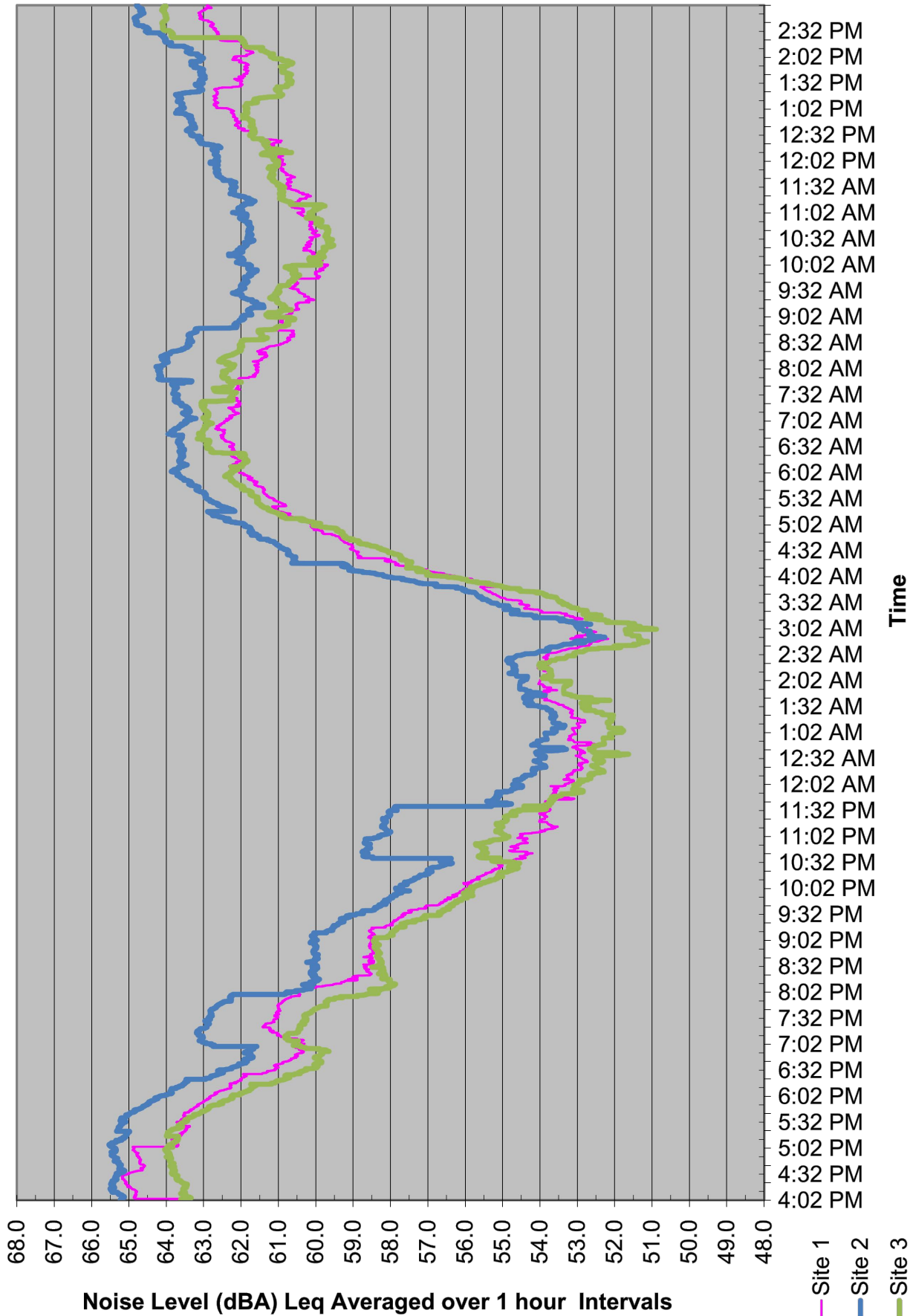


Figure 4
 Field Noise Monitoring Locations
 Item B - 158 of 438



SOURCE: Larson Davis LXT Type 1 Sound Level Meters.



Figure 5
Field Noise Measurements Graph

4.0 MODELING PARAMETERS AND ASSUMPTIONS

4.1 FHWA Traffic Noise Model Methodology

The proposed project would result in increases in traffic noise to the nearby roadways. The project impacts to the offsite roadways were analyzed through use of the FHWA Traffic Noise Prediction Model - FHWA-RD-77-108 (FHWA Model). The FHWA Model arrives at a predicted noise level through a series of adjustments to the Reference Energy Mean Emission Level (REMEL). Adjustments are then made to the reference energy mean emission level to account for: the roadway active width (i.e., the distance between the center of the outermost travel lanes on each side of the roadway), the total average daily traffic (ADT) and the percentage of ADT which flows during the day, evening and night, the travel speed, the vehicle mix on the roadway, which is a percentage of the volume of automobiles, medium trucks and heavy trucks, the roadway grade, the angle of view of the observer exposed to the roadway and site conditions ("hard" or "soft" relates to the absorption of the ground, pavement or landscaping). The following section provides a discussion of the software and modeling input parameters used in this analysis and a discussion of the resultant existing noise model.

FHWA Model Traffic Noise Prediction Model Inputs

The proposed single-family homes would be impacted by noise created from vehicles on Campus Avenue. According to the site plan, the built out right-of-way for Campus Avenue adjacent to the project is 100 feet, which was entered into the FHWA model. The posted speed limit in the vicinity of the project site is 40 miles per hour (mph), which was also entered into the FHWA model. Since landscaping will be planted between Campus Avenue and the proposed homes, soft site conditions were modeled.

The daily traffic volume for Campus Avenue was obtained from *Campus Residential Due Diligence Traffic Assessment* (Traffic Assessment), prepared by Urban Crossroads, October 18, 2019, which found that for the year 2024 with project, that Campus Avenue north of proposed Driveway 2 would have a volume of 10,000 average daily traffic (ADT) and south of proposed Driveway 2 would have a volume of 9,800 ADT.

The vehicle mix used in the FHWA-RD-77-108 Model is shown in Table C and is based on the vehicle mix for Campus Avenue provided in Appendix G Noise Modeling Data of *The Ontario Plan Draft Environmental Impact Report*, April 2009. The vehicle mix provides the hourly distribution percentages of automobiles, medium trucks, and heavy trucks for input into the FHWA model.

Table C – Roadway Vehicle Mix

| Vehicle Type | Traffic Flow Distributions | | | Overall |
|---------------|----------------------------|--------------------------------|------------------------------|---------|
| | Day (7 a.m. to 7 p.m.) | Evening (7 p.m. to 10 p.m.) | Night (10 p.m. to 7 a.m.) | |
| Automobiles | 83.8% | 0.7% | 8.4% | 92.9% |
| Medium Trucks | 2.1% | 0.1% | 0.7% | 2.9% |
| Heavy Trucks | 3.5% | 0.1% | 0.7% | 4.3% |

Source: Vista Environmental and City of Ontario, 2009.

FHWA Model Source Assumptions

To assess the roadway noise generation in a uniform manner, all vehicles are analyzed at the single lane equivalent acoustic center of the roadway being analyzed. In order to determine the height above the road grade where the noise is being emitted from, each type of vehicle has been analyzed independently with autos at road grade, medium trucks at 2.3 feet above road grade, and heavy trucks at 8 feet above road grade. These elevations were determined through a noise-weighted average of the elevation of the exhaust pipe, tires and mechanical parts in the engine, which are the primary noise emitters from a vehicle.

5.0 IMPACT ANALYSIS

As detailed in Section 1.1, this Noise Impact Report has been prepared in order to determine if the noise level at the proposed single-family homes would exceed the single-family residential exterior noise standards provided in Section 5-29.04 of the Municipal Code of 65 dBA between 7 a.m. and 10 p.m. and 45 dBA between 10 p.m. and 7 a.m., as well as the interior noise standards provided in Section 5-29.05 of the Municipal Code of 45 dBA between 7 a.m. and 10 p.m. and 40 dBA between 10 p.m. and 7 a.m..

The proposed project would consist of the development of a residential community with 92 single-family homes. It is anticipated that the primary source of noise impacts to the project site will be traffic noise from Campus Avenue. The proposed homes will also experience some background traffic noise impacts from the proposed project’s internal roadways and neighboring residential roadways. As the traffic on these local streets would consist of low traffic volumes at slower speeds and the traffic noise from these roads would not make a significant contribution to the noise environment, the noise levels from these local roads were not analyzed. The FHWA traffic noise prediction model parameters used in this analysis are discussed above in detail in Section 4.1 and the FHWA model printouts are provided in Appendix C. The exterior and interior noise impacts to the proposed homes have been analyzed separately below.

5.1 Exterior Noise Impacts to Proposed Homes

The anticipated exterior noise levels have been calculated for the backyards of the nearest proposed homes to Campus Avenue and the results are shown below in Table D.

Table D – Proposed Homes Exterior Noise Levels

| Building Number | Roadway | Exterior Backyard Noise Levels (dBA Leq) | | Minimum Sound Wall Height (feet) |
|---|-----------------|--|-------------------|----------------------------------|
| | | 7 a.m. to 10 p.m. | 10 p.m. to 7 a.m. | |
| 1 | Campus Avenue N | 53.2 | 44.7 | 6.0 |
| 47 | Campus Avenue S | 52.9 | 44.5 | 6.0 |
| 48 | Campus Avenue N | 53.0 | 44.6 | 5.5 |
| 49 | Campus Avenue N | 53.1 | 44.6 | 5.5 |
| 50 | Campus Avenue N | 53.1 | 44.6 | 5.5 |
| 90 | Campus Avenue N | 49.0 | 40.5 | 5.5 |
| 91 | Campus Avenue N | 48.9 | 40.4 | 5.5 |
| 92 | Campus Avenue N | 48.9 | 40.4 | 5.5 |
| City Exterior Noise Standard ¹ | | 65 | 45 | |
| Exceed City Noise Standard? | | No | No | |

Notes:

¹ City’s exterior noise standard from Section 5-29.04 of the Municipal Code

Source: FHWA RD-77-108 Model.

Table D shows that with implementation of Project Design Feature 1, all analyzed exterior private backyard noise levels would be within the City’s residential exterior noise standards of 65 dBA between 7 a.m. and 10 p.m. and 45 dBA between 10 p.m. and 7 a.m.. Therefore, with implementation of Project Design Feature 1, the proposed project would comply with the City’s residential exterior noise standards.

5.2 Interior Noise Impacts to Proposed Homes

To assess the interior noise levels, the same proposed homes analyzed for the exterior private backyard analysis were also analyzed for their interior noise levels. The exterior noise level at the façade of the first and second floors were calculated through use of the same methodology detailed above for the outdoor noise calculations and in Section 4.1 above and the results are shown below in Table E. Table E also shows the interior noise levels calculated based on 25 dB of attenuation, which is the minimum exterior to interior noise reduction rate for new homes that are constructed to meet the required California Code of Regulations Title 24, Part 6 building energy-efficiency standards that require the installation of dual-paned windows as well as enhanced insulation requirements.

Table E – Proposed Homes Interior Noise Levels from Nearby Roads

| Building Number | Roadway | Floor | Daytime Noise Levels (dBA Leq) | | Nighttime Noise Levels (dBA Leq) | |
|-------------------------------|--------------------|-------|--|--------------------------------------|--|--------------------------------------|
| | | | Exterior Noise Level at Building Façade | Interior Noise Level ¹ | Exterior Noise Level at Building Façade | Interior Noise Level ¹ |
| 1 | Campus Avenue N | 1 | 53.6 | 28.6 | 45.1 | 20.1 |
| | | 2 | 59.7 | 33.9 | 50.4 | 25.4 |
| 47 | Campus Avenue S | 1 | 52.6 | 27.6 | 44.2 | 19.2 |
| | | 2 | 58.9 | 33.9 | 50.4 | 25.4 |
| 48 | Campus Avenue N | 1 | 52.6 | 27.6 | 44.1 | 19.1 |
| | | 2 | 57.9 | 32.9 | 49.4 | 24.4 |
| 49 | Campus Avenue N | 1 | 52.8 | 27.8 | 44.3 | 19.3 |
| | | 2 | 58.1 | 33.1 | 49.6 | 24.6 |
| 50 | Campus Avenue N | 1 | 51.8 | 26.8 | 43.3 | 18.3 |
| | | 2 | 57.2 | 32.2 | 48.7 | 23.7 |
| 90 | Campus Avenue N | 1 | 49.1 | 24.1 | 40.6 | 15.6 |
| | | 2 | 54.3 | 29.3 | 45.7 | 20.7 |
| 91 | Campus Avenue N | 1 | 49.5 | 24.5 | 41.0 | 16.0 |
| | | 2 | 54.6 | 29.6 | 46.1 | 21.1 |
| 92 | Campus Avenue N | 1 | 49.0 | 24.0 | 40.5 | 15.5 |
| | | 2 | 54.2 | 29.2 | 45.7 | 20.7 |
| City Interior Noise Standards | | | | 45 | | 40 |
| Exceed Standard? | | | | No | | No |

Notes:

¹ Based on standard dual pane windows and doors with a 26 STC rating, which are required per Title 24 energy saving requirements.

² City's interior noise standard from Section 5-29.05 of the Municipal Code

Source: FHWA RD-77-108 Model.

Table E shows that the interior noise levels for both the first and second floors of the proposed homes would be within the City's residential interior noise standards of 45 dBA between 7 a.m. and 10 p.m. and 40 dBA between 10 p.m. and 7 a.m.. Therefore, the proposed project would comply with the City's residential interior noise standards.

6.0 REFERENCES

California Department of Transportation, *2016 Annual Average Daily Truck Traffic on the California State Highway System*, 2018.

California Department of Transportation (Caltrans), *Technical Noise Supplement to the Traffic Noise Analytics Protocol*, September 2013.

California Department of Transportation, *Transportation- and Construction-Induced Vibration Guidance Manual*, September 2013.

City of Ontario, *The Ontario Plan Draft Environmental Impact Report*, April, 2009.

City of Ontario, *Ontario Municipal Code Chapter 29: Noise*, March 6, 2008.

Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, September 2018.

Urban Crossroads, *Campus Residential Due Diligence Traffic Assessment*, October 18, 2019.

APPENDIX A

Field Noise Measurements Photo Index



Noise Measurement Site 1 - Looking North



Noise Measurement Site 1 - Looking Northeast



Noise Measurement Site 1 - Looking East



Noise Measurement Site 1 - Looking Southeast



Noise Measurement Site 1 - Looking South



Noise Measurement Site 1 - Looking Southwest



Noise Measurement Site 1 - Looking West



Noise Measurement Site 1 - Looking Northwest



Noise Measurement Site 2 - Looking North



Noise Measurement Site 2 - Looking Northeast



Noise Measurement Site 2 - Looking East



Noise Measurement Site 2 - Looking Southeast



Noise Measurement Site 2 - Looking South



Noise Measurement Site 2 - Looking Southwest



Noise Measurement Site 2 - Looking West



Noise Measurement Site 2 - Looking Northwest



Noise Measurement Site 3 - Looking North



Noise Measurement Site 3 - Looking Northeast



Noise Measurement Site 3 - Looking East



Noise Measurement Site 3 - Looking Southeast



Noise Measurement Site 3 - Looking South



Noise Measurement Site 3 - Looking Southwest



Noise Measurement Site 3 - Looking West



Noise Measurement Site 3 - Looking Northwest

APPENDIX B

Field Noise Measurements Printouts

Site 1 - South Side of St Andrews St 85 ft W of Campus Ave CL

June 9, 2020 3:32:13 PM Leq Daytime = 62.8
Imping Time = 1 s Freq Weighting=A Leq Nighttime = 56.3
Record Num = 86402 CNEL(24hr) = 65.2
Ldn(24hr) = 64.9
Min = 38.3 Min Leq hr at 2:50 AM 52.2
Max = 90.5 Max Leq hr at 4:26 PM 65.2

Site 1 - South Side of St Andrews St 85 ft W of Campus Ave CL

Table with 4 columns: SPL, Time, Leq (1 hour Avg.), Ldn CNEL. Contains 973 rows of noise data for Site 1.

Site 2 - On North Project DW Fence, 55 ft W of Campus Av CL

June 9, 2020 3:38:38 PM Leq Daytime = 64.3
Imping Time = 1 s Freq Weighting=A Leq Nighttime = 57.9
Record Num = 86402 CNEL(24hr) = 66.8
Ldn(24hr) = 66.4
Min = 38.2 Min Leq hr at 2:58 AM 52.3
Max = 88.1 Max Leq hr at 4:17 PM 65.5

Site 2 - On North Project DW Fence, 55 ft W of Campus Av CL

Table with 4 columns: SPL, Time, Leq (1 hour Avg.), Ldn CNEL. Contains 973 rows of noise data for Site 2.

Site 3 - On 2862 Campus Av DW Fence 75 ft W of Campus Av CL

June 9, 2020 3:43:57 PM Leq Daytime = 62.7
Imping Time = 1 s Freq Weighting=A Leq Nighttime = 56.0
Record Num = 86402 CNEL(24hr) = 65.0
Ldn(24hr) = 64.7
Min = 38.3 Min Leq hr at 3:13 AM 50.9
Max = 90.0 Max Leq hr at 2:45 PM 64.1

Site 3 - On 2862 Campus Av DW Fence 75 ft W of Campus Av CL

Table with 4 columns: SPL, Time, Leq (1 hour Avg.), Ldn CNEL. Contains 973 rows of noise data for Site 3.

Site 1 - South Side of St Andrews St 85 ft W of Campus Ave CL

| SPL | Time | Leq (1 hour Avg.) | Ldn CNEL |
|------|----------|-------------------|----------|
| 69.3 | 15:30:03 | 69.3 | 69.3 |
| 71.2 | 15:30:04 | 71.2 | 71.2 |
| 69.6 | 15:30:05 | 69.6 | 69.6 |
| 66.7 | 15:30:06 | 66.7 | 66.7 |
| 69.3 | 15:30:07 | 69.3 | 69.3 |
| 65.3 | 15:30:08 | 65.3 | 65.3 |
| 66.7 | 15:30:09 | 66.7 | 66.7 |
| 73.2 | 15:30:10 | 73.2 | 73.2 |
| 71.0 | 15:30:11 | 71.0 | 71.0 |
| 70.1 | 15:30:12 | 70.1 | 70.1 |
| 68.4 | 15:30:13 | 68.4 | 68.4 |
| 66.4 | 15:30:14 | 66.4 | 66.4 |
| 63.3 | 15:30:15 | 63.3 | 63.3 |
| 60.2 | 15:30:16 | 60.2 | 60.2 |
| 57.8 | 15:30:17 | 57.8 | 57.8 |
| 55.8 | 15:30:18 | 55.8 | 55.8 |
| 55.5 | 15:30:19 | 55.5 | 55.5 |
| 58.6 | 15:30:20 | 58.6 | 58.6 |
| 61.2 | 15:30:21 | 61.2 | 61.2 |
| 61.9 | 15:30:22 | 61.9 | 61.9 |
| 60.4 | 15:30:23 | 60.4 | 60.4 |
| 57.3 | 15:30:24 | 57.3 | 57.3 |
| 54.0 | 15:30:25 | 54.0 | 54.0 |
| 51.0 | 15:30:26 | 51.0 | 51.0 |
| 48.6 | 15:30:27 | 48.6 | 48.6 |
| 47.1 | 15:30:28 | 47.1 | 47.1 |
| 46.1 | 15:30:29 | 46.1 | 46.1 |
| 45.7 | 15:30:30 | 45.7 | 45.7 |
| 45.3 | 15:30:31 | 45.3 | 45.3 |
| 44.8 | 15:30:32 | 44.8 | 44.8 |
| 44.3 | 15:30:33 | 44.3 | 44.3 |
| 44.1 | 15:30:34 | 44.1 | 44.1 |
| 44.4 | 15:30:35 | 44.4 | 44.4 |
| 44.1 | 15:30:36 | 44.1 | 44.1 |
| 44.9 | 15:30:37 | 44.9 | 44.9 |
| 45.6 | 15:30:38 | 45.6 | 45.6 |
| 44.9 | 15:30:39 | 44.9 | 44.9 |
| 43.6 | 15:30:40 | 43.6 | 43.6 |
| 42.3 | 15:30:41 | 42.3 | 42.3 |
| 41.4 | 15:30:42 | 41.4 | 41.4 |
| 40.8 | 15:30:43 | 40.8 | 40.8 |
| 40.4 | 15:30:44 | 40.4 | 40.4 |
| 40.4 | 15:30:45 | 40.4 | 40.4 |
| 40.5 | 15:30:46 | 40.5 | 40.5 |
| 40.5 | 15:30:47 | 40.5 | 40.5 |
| 40.6 | 15:30:48 | 40.6 | 40.6 |
| 40.8 | 15:30:49 | 40.8 | 40.8 |
| 41.2 | 15:30:50 | 41.2 | 41.2 |
| 41.8 | 15:30:51 | 41.8 | 41.8 |
| 42.5 | 15:30:52 | 42.5 | 42.5 |
| 43.5 | 15:30:53 | 43.5 | 43.5 |
| 43.9 | 15:30:54 | 43.9 | 43.9 |
| 44.2 | 15:30:55 | 44.2 | 44.2 |
| 45.8 | 15:30:56 | 45.8 | 45.8 |
| 50.0 | 15:30:57 | 50.0 | 50.0 |
| 53.1 | 15:30:58 | 53.1 | 53.1 |
| 55.8 | 15:30:59 | 55.8 | 55.8 |
| 60.7 | 15:30:00 | 60.7 | 60.7 |
| 62.3 | 15:30:01 | 62.3 | 62.3 |
| 61.1 | 15:30:02 | 61.1 | 61.1 |
| 59.2 | 15:30:03 | 59.2 | 59.2 |
| 56.9 | 15:30:04 | 56.9 | 56.9 |
| 54.3 | 15:30:05 | 54.3 | 54.3 |
| 51.4 | 15:30:06 | 51.4 | 51.4 |
| 48.8 | 15:30:07 | 48.8 | 48.8 |
| 48.0 | 15:30:08 | 48.0 | 48.0 |
| 48.4 | 15:30:09 | 48.4 | 48.4 |
| 47.6 | 15:30:10 | 47.6 | 47.6 |
| 47.4 | 15:30:11 | 47.4 | 47.4 |
| 48.7 | 15:30:12 | 48.7 | 48.7 |
| 52.3 | 15:30:13 | 52.3 | 52.3 |
| 55.5 | 15:30:14 | 55.5 | 55.5 |
| 58.0 | 15:30:15 | 58.0 | 58.0 |
| 62.7 | 15:30:16 | 62.7 | 62.7 |
| 66.0 | 15:30:17 | 66.0 | 66.0 |
| 67.2 | 15:30:18 | 67.2 | 67.2 |
| 68.4 | 15:30:19 | 68.4 | 68.4 |
| 66.9 | 15:30:20 | 66.9 | 66.9 |
| 64.2 | 15:30:21 | 64.2 | 64.2 |
| 64.1 | 15:30:22 | 64.1 | 64.1 |
| 63.8 | 15:30:23 | 63.8 | 63.8 |
| 62.0 | 15:30:24 | 62.0 | 62.0 |
| 59.0 | 15:30:25 | 59.0 | 59.0 |
| 55.5 | 15:30:26 | 55.5 | 55.5 |
| 52.6 | 15:30:27 | 52.6 | 52.6 |
| 50.5 | 15:30:28 | 50.5 | 50.5 |
| 50.9 | 15:30:29 | 50.9 | 50.9 |
| 54.4 | 15:30:30 | 54.4 | 54.4 |
| 63.8 | 15:30:31 | 63.8 | 63.8 |
| 67.3 | 15:30:32 | 67.3 | 67.3 |
| 65.4 | 15:30:33 | 65.4 | 65.4 |
| 61.9 | 15:30:34 | 61.9 | 61.9 |
| 58.5 | 15:30:35 | 58.5 | 58.5 |
| 56.0 | 15:30:36 | 56.0 | 56.0 |
| 59.7 | 15:30:37 | 59.7 | 59.7 |
| 68.2 | 15:30:38 | 68.2 | 68.2 |
| 68.7 | 15:30:39 | 68.7 | 68.7 |
| 65.7 | 15:30:40 | 65.7 | 65.7 |
| 62.3 | 15:30:41 | 62.3 | 62.3 |
| 58.9 | 15:30:42 | 58.9 | 58.9 |
| 55.9 | 15:30:43 | 55.9 | 55.9 |
| 56.0 | 15:30:44 | 56.0 | 56.0 |
| 59.1 | 15:30:45 | 59.1 | 59.1 |
| 65.6 | 15:30:46 | 65.6 | 65.6 |
| 68.9 | 15:30:47 | 68.9 | 68.9 |
| 71.9 | 15:30:48 | 71.9 | 71.9 |
| 73.5 | 15:30:49 | 73.5 | 73.5 |
| 70.7 | 15:30:50 | 70.7 | 70.7 |
| 69.0 | 15:30:51 | 69.0 | 69.0 |
| 69.3 | 15:30:52 | 69.3 | 69.3 |
| 68.8 | 15:30:53 | 68.8 | 68.8 |
| 67.9 | 15:30:54 | 67.9 | 67.9 |
| 66.4 | 15:30:55 | 66.4 | 66.4 |
| 64.1 | 15:30:56 | 64.1 | 64.1 |
| 62.8 | 15:30:57 | 62.8 | 62.8 |
| 62.9 | 15:30:58 | 62.9 | 62.9 |
| 63.5 | 15:30:59 | 63.5 | 63.5 |
| 65.6 | 15:30:00 | 65.6 | 65.6 |
| 67.1 | 15:30:01 | 67.1 | 67.1 |
| 65.9 | 15:30:02 | 65.9 | 65.9 |
| 62.8 | 15:30:03 | 62.8 | 62.8 |
| 60.1 | 15:30:04 | 60.1 | 60.1 |
| 58.5 | 15:30:05 | 58.5 | 58.5 |
| 58.6 | 15:30:06 | 58.6 | 58.6 |
| 61.0 | 15:30:07 | 61.0 | 61.0 |
| 65.3 | 15:30:08 | 65.3 | 65.3 |
| 65.4 | 15:30:09 | 65.4 | 65.4 |
| 64.8 | 15:30:10 | 64.8 | 64.8 |
| 63.1 | 15:30:11 | 63.1 | 63.1 |
| 61.4 | 15:30:12 | 61.4 | 61.4 |
| 62.8 | 15:30:13 | 62.8 | 62.8 |
| 63.2 | 15:30:14 | 63.2 | 63.2 |
| 61.5 | 15:30:15 | 61.5 | 61.5 |
| 58.3 | 15:30:16 | 58.3 | 58.3 |
| 55.2 | 15:30:17 | 55.2 | 55.2 |
| 52.3 | 15:30:18 | 52.3 | 52.3 |
| 50.3 | 15:30:19 | 50.3 | 50.3 |
| 49.9 | 15:30:20 | 49.9 | 49.9 |
| 53.3 | 15:30:21 | 53.3 | 53.3 |
| 58.9 | 15:30:22 | 58.9 | 58.9 |
| 63.7 | 15:30:23 | 63.7 | 63.7 |
| 70.2 | 15:30:24 | 70.2 | 70.2 |
| 71.2 | 15:30:25 | 71.2 | 71.2 |
| 68.5 | 15:30:26 | 68.5 | 68.5 |
| 65.0 | 15:30:27 | 65.0 | 65.0 |
| 61.1 | 15:30:28 | 61.1 | 61.1 |
| 57.4 | 15:30:29 | 57.4 | 57.4 |
| 54.5 | 15:30:30 | 54.5 | 54.5 |
| 52.0 | 15:30:31 | 52.0 | 52.0 |
| 49.8 | 15:30:32 | 49.8 | 49.8 |
| 47.6 | 15:30:33 | 47.6 | 47.6 |
| 45.9 | 15:30:34 | 45.9 | 45.9 |
| 45.5 | 15:30:35 | 45.5 | 45.5 |
| 46.5 | 15:30:36 | 46.5 | 46.5 |
| 50.1 | 15:30:37 | 50.1 | 50.1 |
| 53.9 | 15:30:38 | 53.9 | 53.9 |
| 56.3 | 15:30:39 | 56.3 | 56.3 |
| 61.7 | 15:30:40 | 61.7 | 61.7 |
| 65.7 | 15:30:41 | 65.7 | 65.7 |
| 66.9 | 15:30:42 | 66.9 | 66.9 |
| 66.0 | 15:30:43 | 66.0 | 66.0 |
| 63.1 | 15:30:44 | 63.1 | 63.1 |
| 59.5 | 15:30:45 | 59.5 | 59.5 |
| 56.1 | 15:30:46 | 56.1 | 56.1 |
| 53.3 | 15:30:47 | 53.3 | 53.3 |
| 50.6 | 15:30:48 | 50.6 | 50.6 |
| 49.2 | 15:30:49 | 49.2 | 49.2 |
| 48.4 | 15:30:50 | 48.4 | 48.4 |
| 47.1 | 15:30:51 | 47.1 | 47.1 |
| 47.8 | 15:30:52 | 47.8 | 47.8 |
| 51.2 | 15:30:53 | 51.2 | 51.2 |
| 52.1 | 15:30:54 | 52.1 | 52.1 |
| 51.7 | 15:30:55 | 51.7 | 51.7 |
| 51.1 | 15:30:56 | 51.1 | 51.1 |
| 52.1 | 15:30:57 | 52.1 | 52.1 |
| 54.3 | 15:30:58 | 54.3 | 54.3 |
| 56.0 | 15:30:59 | 56.0 | 56.0 |
| 58.9 | 15:30:00 | 58.9 | 58.9 |
| 63.6 | 15:30:01 | 63.6 | 63.6 |
| 67.1 | 15:30:02 | 67.1 | 67.1 |
| 67.2 | 15:30:03 | 67.2 | 67.2 |
| 67.0 | 15:30:04 | 67.0 | 67.0 |

Site 2 - On North Project DW Fence, 55 ft W of Campus Av CL

| SPL | Time | Leq (1 hour Avg.) | Ldn CNEL |
|------|----------|-------------------|----------|
| 68.6 | 15:41:28 | 68.6 | 68.6 |
| 67.8 | 15:41:29 | 67.8 | 67.8 |
| 66.5 | 15:41:30 | 66.5 | 66.5 |
| 64.8 | 15:41:31 | 64.8 | 64.8 |
| 62.4 | 15:41:32 | 62.4 | 62.4 |
| 61.7 | 15:41:33 | 61.7 | 61.7 |
| 66.2 | 15:41:34 | 66.2 | 66.2 |
| 66.4 | 15:41:35 | 66.4 | 66.4 |
| 66.7 | 15:41:36 | 66.7 | 66.7 |
| 64.3 | 15:41:37 | 64.3 | 64.3 |
| 61.0 | 15:41:38 | 61.0 | 61.0 |
| 57.8 | 15:41:39 | 57.8 | 57.8 |
| 56.0 | 15:41:40 | 56.0 | 56.0 |
| 58.1 | 15:41:41 | 58.1 | 58.1 |
| 57.7 | 15:41:42 | 57.7 | 57.7 |
| 55.1 | 15:41:43 | 55.1 | 55.1 |
| 62.6 | 15:41:44 | 62.6 | 62.6 |
| 59.8 | 15:41:45 | 59.8 | 59.8 |
| 59.5 | 15:41:46 | 59.5 | 59.5 |
| 62.1 | 15:41:47 | 62.1 | 62.1 |
| 65.4 | 15:41:48 | 65.4 | 65.4 |
| 68.9 | 15:41:49 | 68.9 | 68.9 |
| 70.9 | 15:41:50 | 70.9 | 70.9 |
| 71.1 | 15:41:51 | 71.1 | 71.1 |
| 69.6 | 15:41:52 | 69.6 | 69.6 |
| 66.5 | 15:41:53 | 66.5 | 66.5 |
| 63.1 | 15:41:54 | 63.1 | 63.1 |
| 60.3 | 15:41:55 | 60.3 | 60.3 |
| 58.3 | 15:41:56 | 58.3 | 58.3 |
| 57.5 | 15:41:57 | 57.5 | 57.5 |
| 58.8 | 15:41:58 | 58.8 | 58.8 |
| 61.0 | 15:41:59 | 61.0 | 61.0 |
| 63.1 | 15:42:00 | 63.1 | 63.1 |
| 62.7 | 15:42:01 | 62.7 | 62.7 |
| 59.8 | 15:42:02 | 59.8 | 59.8 |
| 56.5 | 15:42:03 | 56.5 | 56.5 |
| 54.6 | 15:42:04 | 54.6 | 54.6 |
| 55.2 | 15:42:05 | 55.2 | 55.2 |
| 64.6 | 15:42:06 | 64.6 | 64.6 |
| 66.3 | 15:42:07 | 66.3 | 66.3 |
| 63.2 | 15:42:08 | 63.2 | 63.2 |
| 59.5 | 15:42:09 | 59.5 | 59.5 |
| 56.7 | 15:42:10 | 56.7 | 56.7 |
| 52.1 | 15:42:11 | 52.1 | 52.1 |
| 49.1 | 15:42:12 | 49.1 | 49.1 |
| 47.0 | 15:42:13 | 47.0 | 47.0 |
| 50.7 | 15:42:14 | 50.7 | 50.7 |
| 48.5 | 15:42:15 | 48.5 | 48.5 |
| 47.4 | 15:42:16 | 47.4 | 47.4 |
| 48.3 | 15:42:17 | 48.3 | 48.3 |
| 50.5 | 15:42:18 | 50.5 | 50.5 |
| 53.0 | 15:42:19 | 53.0 | 53.0 |
| 56.7 | 15:42:20 | 56.7 | 56.7 |
| 61.1 | 15:42:21 | 61.1 | 61.1 |
| 64.6 | 15:42:22 | 64.6 | 64.6 |
| 67.3 | 15:42:23 | 67.3 | 67.3 |
| 68.5 | 15:42:24 | 68.5 | 68.5 |
| 67.2 | 15:42:25 | 67.2 | 67.2 |
| 65.8 | 15:42:26 | 65.8 | 65.8 |
| 61.6 | 15:42:27 | 61.6 | 61.6 |
| 64.5 | 15:42:28 | 64.5 | 64.5 |
| 61.1 | 15:42:29 | 61.1 | 61.1 |
| 57.4 | 15:42:30 | 57.4 | 57.4 |
| 54.2 | 15:42:31 | 54.2 | 54.2 |
| 52.7 | 15:42:32 | 52.7 | 52.7 |
| 54.0 | 15:42:33 | 54.0 | 54.0 |
| 58.0 | 15:42:34 | 58.0 | 58.0 |
| 62.9 | 15:42:35 | 62.9 | 62.9 |
| 65.8 | 15:42:36 | 65.8 | 65.8 |
| 66.9 | 15:42:37 | 66.9 | 66.9 |
| 64.6 | 15:42:38 | 64.6 | 64.6 |
| 60.9 | 15:42:39 | 60.9 | 60.9 |
| 57.2 | 15:42:40 | 57.2 | 57.2 |
| 54.5 | 15:42:41 | 54.5 | 54.5 |
| 50.8 | 15:42:42 | 50.8 | 50.8 |
| 48.2 | 15:42:43 | 48.2 | 48.2 |
| 46.0 | 15:42:44 | 46.0 | 46.0 |
| 44.4 | 15:42:45 | 44.4 | 44.4 |
| 43.5 | 15:42:46 | 43.5 | 43.5 |
| 43.1 | 15:42:47 | 43.1 | 43.1 |
| 42.9 | 15:42:48 | 42.9 | 42.9 |
| 42.6 | 15:42:49 | 42.6 | 42.6 |
| 41.9 | 15:42:50 | 41.9 | 41.9 |
| 42.4 | 15:42:51 | 42.4 | 42.4 |
| 43.8 | 15:42:52 | 43.8 | 43.8 |
| 44.0 | 15:42:53 | 44.0 | 44.0 |
| 43.6 | 15:42:54 | | |

Site 1 - South Side of St Andrews St 85 ft W of Campus Ave CL

| SPL | Time | Leq (1 hour Avg.) | Ldn CNEL |
|------|----------|-------------------|----------|
| 66.1 | 15:38:05 | 66.1 | 66.1 |
| 66.2 | 15:38:06 | 66.2 | 66.2 |
| 66.3 | 15:38:07 | 66.3 | 66.3 |
| 66.3 | 15:38:08 | 66.3 | 66.3 |
| 64.9 | 15:38:09 | 64.9 | 64.9 |
| 67.7 | 15:38:10 | 67.7 | 67.7 |
| 68.1 | 15:38:11 | 68.1 | 68.1 |
| 67.9 | 15:38:12 | 67.9 | 67.9 |
| 68.6 | 15:38:13 | 68.6 | 68.6 |
| 66.7 | 15:38:14 | 66.7 | 66.7 |
| 65.3 | 15:38:15 | 65.3 | 65.3 |
| 64.3 | 15:38:16 | 64.3 | 64.3 |
| 65.0 | 15:38:17 | 65.0 | 65.0 |
| 65.4 | 15:38:18 | 65.4 | 65.4 |
| 65.2 | 15:38:19 | 65.2 | 65.2 |
| 64.5 | 15:38:20 | 64.5 | 64.5 |
| 62.7 | 15:38:21 | 62.7 | 62.7 |
| 61.4 | 15:38:22 | 61.4 | 61.4 |
| 60.9 | 15:38:23 | 60.9 | 60.9 |
| 61.5 | 15:38:24 | 61.5 | 61.5 |
| 65.3 | 15:38:25 | 65.3 | 65.3 |
| 67.4 | 15:38:26 | 67.4 | 67.4 |
| 67.5 | 15:38:27 | 67.5 | 67.5 |
| 66.9 | 15:38:28 | 66.9 | 66.9 |
| 65.9 | 15:38:29 | 65.9 | 65.9 |
| 67.4 | 15:38:30 | 67.4 | 67.4 |
| 66.5 | 15:38:31 | 66.5 | 66.5 |
| 64.1 | 15:38:32 | 64.1 | 64.1 |
| 63.5 | 15:38:33 | 63.5 | 63.5 |
| 65.3 | 15:38:34 | 65.3 | 65.3 |
| 64.4 | 15:38:35 | 64.4 | 64.4 |
| 63.1 | 15:38:36 | 63.1 | 63.1 |
| 64.7 | 15:38:37 | 64.7 | 64.7 |
| 64.4 | 15:38:38 | 64.4 | 64.4 |
| 61.9 | 15:38:39 | 61.9 | 61.9 |
| 58.6 | 15:38:40 | 58.6 | 58.6 |
| 55.3 | 15:38:41 | 55.3 | 55.3 |
| 52.1 | 15:38:42 | 52.1 | 52.1 |
| 49.3 | 15:38:43 | 49.3 | 49.3 |
| 48.3 | 15:38:44 | 48.3 | 48.3 |
| 48.1 | 15:38:45 | 48.1 | 48.1 |
| 48.3 | 15:38:46 | 48.3 | 48.3 |
| 50.6 | 15:38:47 | 50.6 | 50.6 |
| 54.7 | 15:38:48 | 54.7 | 54.7 |
| 62.1 | 15:38:49 | 62.1 | 62.1 |
| 63.8 | 15:38:50 | 63.8 | 63.8 |
| 62.2 | 15:38:51 | 62.2 | 62.2 |
| 59.0 | 15:38:52 | 59.0 | 59.0 |
| 56.2 | 15:38:53 | 56.2 | 56.2 |
| 56.0 | 15:38:54 | 56.0 | 56.0 |
| 62.2 | 15:38:55 | 62.2 | 62.2 |
| 66.3 | 15:38:56 | 66.3 | 66.3 |
| 65.7 | 15:38:57 | 65.7 | 65.7 |
| 62.6 | 15:38:58 | 62.6 | 62.6 |
| 59.1 | 15:38:59 | 59.1 | 59.1 |
| 55.8 | 15:39:00 | 55.8 | 55.8 |
| 52.5 | 15:39:01 | 52.5 | 52.5 |
| 49.5 | 15:39:02 | 49.5 | 49.5 |
| 47.3 | 15:39:03 | 47.3 | 47.3 |
| 46.0 | 15:39:04 | 46.0 | 46.0 |
| 45.6 | 15:39:05 | 45.6 | 45.6 |
| 47.2 | 15:39:06 | 47.2 | 47.2 |
| 54.1 | 15:39:07 | 54.1 | 54.1 |
| 61.0 | 15:39:08 | 61.0 | 61.0 |
| 62.0 | 15:39:09 | 62.0 | 62.0 |
| 59.5 | 15:39:10 | 59.5 | 59.5 |
| 56.3 | 15:39:11 | 56.3 | 56.3 |
| 53.0 | 15:39:12 | 53.0 | 53.0 |
| 50.1 | 15:39:13 | 50.1 | 50.1 |
| 48.4 | 15:39:14 | 48.4 | 48.4 |
| 47.6 | 15:39:15 | 47.6 | 47.6 |
| 47.5 | 15:39:16 | 47.5 | 47.5 |
| 50.6 | 15:39:17 | 50.6 | 50.6 |
| 61.8 | 15:39:18 | 61.8 | 61.8 |
| 66.7 | 15:39:19 | 66.7 | 66.7 |
| 66.1 | 15:39:20 | 66.1 | 66.1 |
| 63.0 | 15:39:21 | 63.0 | 63.0 |
| 59.5 | 15:39:22 | 59.5 | 59.5 |
| 55.9 | 15:39:23 | 55.9 | 55.9 |
| 52.3 | 15:39:24 | 52.3 | 52.3 |
| 49.0 | 15:39:25 | 49.0 | 49.0 |
| 46.3 | 15:39:26 | 46.3 | 46.3 |
| 44.3 | 15:39:27 | 44.3 | 44.3 |
| 43.0 | 15:39:28 | 43.0 | 43.0 |
| 42.7 | 15:39:29 | 42.7 | 42.7 |
| 43.4 | 15:39:30 | 43.4 | 43.4 |
| 44.8 | 15:39:31 | 44.8 | 44.8 |
| 47.6 | 15:39:32 | 47.6 | 47.6 |
| 51.3 | 15:39:33 | 51.3 | 51.3 |
| 54.8 | 15:39:34 | 54.8 | 54.8 |
| 59.2 | 15:39:35 | 59.2 | 59.2 |
| 61.9 | 15:39:36 | 61.9 | 61.9 |
| 66.3 | 15:39:37 | 66.3 | 66.3 |
| 69.2 | 15:39:38 | 69.2 | 69.2 |
| 68.8 | 15:39:39 | 68.8 | 68.8 |
| 65.8 | 15:39:40 | 65.8 | 65.8 |
| 62.1 | 15:39:41 | 62.1 | 62.1 |
| 58.4 | 15:39:42 | 58.4 | 58.4 |
| 54.9 | 15:39:43 | 54.9 | 54.9 |
| 51.9 | 15:39:44 | 51.9 | 51.9 |
| 49.9 | 15:39:45 | 49.9 | 49.9 |
| 49.9 | 15:39:46 | 49.9 | 49.9 |
| 51.6 | 15:39:47 | 51.6 | 51.6 |
| 52.3 | 15:39:48 | 52.3 | 52.3 |
| 53.9 | 15:39:49 | 53.9 | 53.9 |
| 58.3 | 15:39:50 | 58.3 | 58.3 |
| 60.0 | 15:39:51 | 60.0 | 60.0 |
| 59.9 | 15:39:52 | 59.9 | 59.9 |
| 68.7 | 15:39:53 | 68.7 | 68.7 |
| 57.3 | 15:39:54 | 57.3 | 57.3 |
| 57.9 | 15:39:55 | 57.9 | 57.9 |
| 60.7 | 15:39:56 | 60.7 | 60.7 |
| 61.8 | 15:39:57 | 61.8 | 61.8 |
| 60.3 | 15:39:58 | 60.3 | 60.3 |
| 57.4 | 15:39:59 | 57.4 | 57.4 |
| 53.9 | 15:40:00 | 53.9 | 53.9 |
| 50.6 | 15:40:01 | 50.6 | 50.6 |
| 48.1 | 15:40:02 | 48.1 | 48.1 |
| 47.2 | 15:40:03 | 47.2 | 47.2 |
| 46.3 | 15:40:04 | 46.3 | 46.3 |
| 46.4 | 15:40:05 | 46.4 | 46.4 |
| 47.8 | 15:40:06 | 47.8 | 47.8 |
| 52.0 | 15:40:07 | 52.0 | 52.0 |
| 60.9 | 15:40:08 | 60.9 | 60.9 |
| 64.7 | 15:40:09 | 64.7 | 64.7 |
| 64.0 | 15:40:10 | 64.0 | 64.0 |
| 62.8 | 15:40:11 | 62.8 | 62.8 |
| 61.3 | 15:40:12 | 61.3 | 61.3 |
| 59.6 | 15:40:13 | 59.6 | 59.6 |
| 59.0 | 15:40:14 | 59.0 | 59.0 |
| 61.0 | 15:40:15 | 61.0 | 61.0 |
| 62.1 | 15:40:16 | 62.1 | 62.1 |
| 63.0 | 15:40:17 | 63.0 | 63.0 |
| 65.3 | 15:40:18 | 65.3 | 65.3 |
| 66.3 | 15:40:19 | 66.3 | 66.3 |
| 66.4 | 15:40:20 | 66.4 | 66.4 |
| 64.3 | 15:40:21 | 64.3 | 64.3 |
| 61.7 | 15:40:22 | 61.7 | 61.7 |
| 61.1 | 15:40:23 | 61.1 | 61.1 |
| 66.3 | 15:40:24 | 66.3 | 66.3 |
| 66.0 | 15:40:25 | 66.0 | 66.0 |
| 65.2 | 15:40:26 | 65.2 | 65.2 |
| 64.9 | 15:40:27 | 64.9 | 64.9 |
| 64.5 | 15:40:28 | 64.5 | 64.5 |
| 64.3 | 15:40:29 | 64.3 | 64.3 |
| 62.4 | 15:40:30 | 62.4 | 62.4 |
| 59.7 | 15:40:31 | 59.7 | 59.7 |
| 56.9 | 15:40:32 | 56.9 | 56.9 |
| 54.4 | 15:40:33 | 54.4 | 54.4 |
| 50.6 | 15:40:34 | 50.6 | 50.6 |
| 65.4 | 15:40:35 | 65.4 | 65.4 |
| 67.3 | 15:40:36 | 67.3 | 67.3 |
| 67.0 | 15:40:37 | 67.0 | 67.0 |
| 64.5 | 15:40:38 | 64.5 | 64.5 |
| 60.9 | 15:40:39 | 60.9 | 60.9 |
| 57.3 | 15:40:40 | 57.3 | 57.3 |
| 54.0 | 15:40:41 | 54.0 | 54.0 |
| 50.7 | 15:40:42 | 50.7 | 50.7 |
| 47.9 | 15:40:43 | 47.9 | 47.9 |
| 46.7 | 15:40:44 | 46.7 | 46.7 |
| 44.2 | 15:40:45 | 44.2 | 44.2 |
| 43.6 | 15:40:46 | 43.6 | 43.6 |
| 46.7 | 15:40:47 | 46.7 | 46.7 |
| 46.5 | 15:40:48 | 46.5 | 46.5 |
| 49.7 | 15:40:49 | 49.7 | 49.7 |
| 54.8 | 15:40:50 | 54.8 | 54.8 |
| 57.0 | 15:40:51 | 57.0 | 57.0 |
| 60.0 | 15:40:52 | 60.0 | 60.0 |
| 63.6 | 15:40:53 | 63.6 | 63.6 |
| 66.1 | 15:40:54 | 66.1 | 66.1 |
| 66.0 | 15:40:55 | 66.0 | 66.0 |
| 65.3 | 15:40:56 | 65.3 | 65.3 |
| 63.4 | 15:40:57 | 63.4 | 63.4 |
| 60.6 | 15:40:58 | 60.6 | 60.6 |
| 58.0 | 15:40:59 | 58.0 | 58.0 |
| 56.9 | 15:41:00 | 56.9 | 56.9 |
| 61.8 | 15:41:01 | 61.8 | 61.8 |
| 63.0 | 15:41:02 | 63.0 | 63.0 |
| 63.0 | 15:41:03 | 63.0 | 63.0 |
| 63.4 | 15:41:04 | 63.4 | 63.4 |
| 63.4 | 15:41:05 | 63.4 | 63.4 |
| 64.6 | 15:41:06 | 64.6 | 64.6 |
| 67.8 | 15:41:07 | 67.8 | 67.8 |
| 68.6 | 15:41:08 | 68.6 | 68.6 |
| 69.3 | 15:41:09 | 69.3 | 69.3 |
| 68.5 | 15:41:10 | 68.5 | 68.5 |
| 66.7 | 15:41:11 | 66.7 | 66.7 |
| 65.1 | 15:41:12 | 65.1 | 65.1 |

Site 2 - On North Project DW Fence, 55 ft W of Campus Av CL

| SPL | Time | Leq (1 hour Avg.) | Ldn CNEL |
|------|----------|-------------------|----------|
| 49.4 | 15:44:30 | 49.4 | 49.4 |
| 47.4 | 15:44:31 | 47.4 | 47.4 |
| 45.4 | 15:44:32 | 45.4 | 45.4 |
| 44.0 | 15:44:33 | 44.0 | 44.0 |
| 44.1 | 15:44:34 | 44.1 | 44.1 |
| 44.3 | 15:44:35 | 44.3 | 44.3 |
| 44.1 | 15:44:36 | 44.1 | 44.1 |
| 45.4 | 15:44:37 | 45.4 | 45.4 |
| 46.0 | 15:44:38 | 46.0 | 46.0 |
| 46.4 | 15:44:39 | 46.4 | 46.4 |
| 47.4 | 15:44:40 | 47.4 | 47.4 |
| 49.0 | 15:44:41 | 49.0 | 49.0 |
| 49.8 | 15:44:42 | 49.8 | 49.8 |
| 52.7 | 15:44:43 | 52.7 | 52.7 |
| 56.4 | 15:44:44 | 56.4 | 56.4 |
| 61.5 | 15:44:45 | 61.5 | 61.5 |
| 64.4 | 15:44:46 | 64.4 | 64.4 |
| 65.6 | 15:44:47 | 65.6 | 65.6 |
| 66.1 | 15:44:48 | 66.1 | 66.1 |
| 68.0 | 15:44:49 | 68.0 | 68.0 |
| 68.8 | 15:44:50 | 68.8 | 68.8 |
| 72.1 | 15:44:51 | 72.1 | 72.1 |
| 70.6 | 15:44:52 | 70.6 | 70.6 |
| 67.1 | 15:44:53 | 67.1 | 67.1 |
| 64.1 | 15:44:54 | 64.1 | 64.1 |
| 63.6 | 15:44:55 | 63.6 | 63.6 |
| 65.1 | 15:44:56 | 65.1 | 65.1 |
| 67.5 | 15:44:57 | 67.5 | 67.5 |
| 68.7 | 15:44:58 | 68.7 | 68.7 |
| 70.9 | 15:44:59 | 70.9 | 70.9 |
| 71.8 | 15:45:00 | 71.8 | 71.8 |
| 70.0 | 15:45:01 | 70.0 | 70.0 |
| 66.7 | 15:45:02 | 66.7 | 66.7 |
| 63.0 | 15:45:03 | 63.0 | 63.0 |
| 60.1 | 15:45:04 | 60.1 | 60.1 |
| 62.5 | 15:45:05 | 62.5 | 62.5 |
| 68.7 | 15:45:06 | 68.7 | 68.7 |
| 69.7 | 15:45:07 | 69.7 | 69.7 |
| 71.0 | 15:45:08 | 71.0 | 71.0 |
| 68.8 | 15:45:09 | 68.8 | 68.8 |
| 63.8 | 15:45:10 | 63.8 | 63.8 |
| 60.0 | 15:45:11 | 60.0 | 60.0 |
| 56.2 | 15:45:12 | 56.2 | 56.2 |
| 53.8 | 15:45:13 | 53.8 | 53.8 |
| 52.0 | 15:45:14 | 52.0 | 52.0 |
| 53.8 | 15:45:15 | 53.8 | 53.8 |
| 56.8 | 15:45:16 | 56.8 | 56.8 |
| 65.4 | 15:45:17 | 65.4 | 65.4 |
| 68.0 | 15:45:18 | 68.0 | 68.0 |
| 68.0 | 15:45:19 | 68.0 | 68.0 |
| 70.5 | 15:45:20 | 70.5 | 70.5 |
| 70.1 | 15:45:21 | 70.1 | 70.1 |
| 67.9 | 15:45:22 | 67.9 | 67.9 |
| 66.5 | 15:45:23 | 66.5 | 66.5 |
| 68.6 | 15:45:24 | 68.6 | 68.6 |
| 69.1 | 15:45:25 | 69.1 | 69.1 |
| 67.6 | 15:45:26 | 67.6 | 67.6 |
| 65.3 | 15:45:27 | 65.3 | 65.3 |
| 61.7 | 15:45:28 | 61.7 | 61.7 |
| 58.1 | 15:45:29 | 58.1 | 58.1 |
| 56.3 | 15:45:30 | 56.3 | 56.3 |
| 56.9 | 15:45:31 | 56.9 | 56.9 |
| 58.4 | 15:45:32 | 58.4 | 58.4 |
| 62.9 | 15:45:33 | 62.9 | 62.9 |
| 64.7 | 15:45:34 | 64.7 | 64.7 |
| 65.8 | 15:45:35 | 65.8 | 65.8 |
| 66.2 | 15:45:36 | 66.2 | 66.2 |
| 68.8 | 15:45:37 | 68.8 | 68.8 |
| 63.5 | 15:45:38 | 63.5 | 63.5 |
| 59.9 | 15:45:39 | 59.9 | 59.9 |
| 56.8 | 15:45:40 | 56.8 | 56.8 |
| 52.8 | 15:45:41 | 52.8 | 52.8 |
| 50.0 | 15:45:42 | 50.0 | 50.0 |
| 47.6 | 15:45:43 | 47.6 | 47.6 |
| 45.8 | 15:45:44 | 45.8 | 45.8 |
| 45.0 | 15:45:45 | 45.0 | 45.0 |
| 46.0 | 15:45:46 | 46.0 | 46.0 |
| 45.5 | 15:45:47 | 45.5 | 45.5 |
| 45.6 | 15:45:48 | 45.6 | 45.6 |
| 44.9 | 15:45:49 | 44.9 | 44.9 |
| 45.2 | 15:45:50 | | |

Site 1 - South Side of St Andrews St 85 ft W of Campus Ave CL

Table with 5 columns: SPL, Time, Leq (1 hour Avg.), Ldn CNEL, Ldn CNEL. Contains 975 rows of noise data for Site 1.

Site 2 - On North Project DW Fence, 55 ft W of Campus Av CL

Table with 5 columns: SPL, Time, Leq (1 hour Avg.), Ldn CNEL, Ldn CNEL. Contains 975 rows of noise data for Site 2.

Site 3 - On 2862 Campus Av DW Fence 75 ft W of Campus Av CL

Table with 5 columns: SPL, Time, Leq (1 hour Avg.), Ldn CNEL, Ldn CNEL. Contains 975 rows of noise data for Site 3.

Site 1 - South Side of St Andrews St 85 ft W of Campus Ave CL

| SPL | Time | Leq (1 hour Avg.) | Ldn CNEL |
|------|----------|-------------------|----------|
| 62.6 | 15:47:34 | 62.6 | 62.6 |
| 63.9 | 15:47:35 | 63.9 | 63.9 |
| 64.8 | 15:47:36 | 64.8 | 64.8 |
| 64.8 | 15:47:37 | 64.8 | 64.8 |
| 65.1 | 15:47:38 | 65.1 | 65.1 |
| 65.3 | 15:47:39 | 65.3 | 65.3 |
| 66.1 | 15:47:40 | 66.2 | 66.2 |
| 67.8 | 15:47:41 | 67.8 | 67.8 |
| 68.3 | 15:47:42 | 68.3 | 68.3 |
| 68.3 | 15:47:43 | 68.3 | 68.3 |
| 67.0 | 15:47:44 | 67.0 | 67.0 |
| 66.2 | 15:47:45 | 66.2 | 66.2 |
| 67.0 | 15:47:46 | 67.0 | 67.0 |
| 67.1 | 15:47:47 | 67.1 | 67.1 |
| 66.4 | 15:47:48 | 66.4 | 66.4 |
| 65.0 | 15:47:49 | 65.0 | 65.0 |
| 63.8 | 15:47:50 | 63.8 | 63.8 |
| 64.0 | 15:47:51 | 64.0 | 64.0 |
| 66.1 | 15:47:52 | 66.1 | 66.1 |
| 68.3 | 15:47:53 | 68.3 | 68.3 |
| 67.1 | 15:47:54 | 67.1 | 67.1 |
| 65.4 | 15:47:55 | 65.4 | 65.4 |
| 62.2 | 15:47:56 | 62.2 | 62.2 |
| 59.1 | 15:47:57 | 59.1 | 59.1 |
| 56.3 | 15:47:58 | 56.3 | 56.3 |
| 54.9 | 15:47:59 | 54.9 | 54.9 |
| 56.9 | 15:48:00 | 56.9 | 56.9 |
| 62.6 | 15:48:01 | 62.6 | 62.6 |
| 63.7 | 15:48:02 | 63.7 | 63.7 |
| 62.7 | 15:48:03 | 62.7 | 62.7 |
| 61.7 | 15:48:04 | 61.7 | 61.7 |
| 61.1 | 15:48:05 | 61.1 | 61.1 |
| 61.7 | 15:48:06 | 61.7 | 61.7 |
| 62.3 | 15:48:07 | 62.3 | 62.3 |
| 61.3 | 15:48:08 | 61.3 | 61.3 |
| 63.7 | 15:48:09 | 63.7 | 63.7 |
| 66.3 | 15:48:10 | 66.3 | 66.3 |
| 66.6 | 15:48:11 | 66.6 | 66.6 |
| 65.3 | 15:48:12 | 65.3 | 65.3 |
| 66.0 | 15:48:13 | 66.0 | 66.0 |
| 66.0 | 15:48:14 | 66.0 | 66.0 |
| 65.4 | 15:48:15 | 65.4 | 65.4 |
| 65.2 | 15:48:16 | 65.2 | 65.2 |
| 64.3 | 15:48:17 | 64.3 | 64.3 |
| 62.8 | 15:48:18 | 62.8 | 62.8 |
| 59.7 | 15:48:19 | 59.7 | 59.7 |
| 56.1 | 15:48:20 | 56.1 | 56.1 |
| 52.6 | 15:48:21 | 52.6 | 52.6 |
| 49.3 | 15:48:22 | 49.3 | 49.3 |
| 46.6 | 15:48:23 | 46.6 | 46.6 |
| 45.2 | 15:48:24 | 45.2 | 45.2 |
| 45.9 | 15:48:25 | 45.9 | 45.9 |
| 48.1 | 15:48:26 | 48.1 | 48.1 |
| 51.0 | 15:48:27 | 51.0 | 51.0 |
| 53.0 | 15:48:28 | 53.0 | 53.0 |
| 57.4 | 15:48:29 | 57.4 | 57.4 |
| 59.1 | 15:48:30 | 59.1 | 59.1 |
| 60.5 | 15:48:31 | 60.5 | 60.5 |
| 59.3 | 15:48:32 | 59.3 | 59.3 |
| 57.9 | 15:48:33 | 57.9 | 57.9 |
| 58.8 | 15:48:34 | 58.8 | 58.8 |
| 59.3 | 15:48:35 | 59.3 | 59.3 |
| 60.8 | 15:48:36 | 60.8 | 60.8 |
| 61.4 | 15:48:37 | 61.4 | 61.4 |
| 61.3 | 15:48:38 | 61.3 | 61.3 |
| 60.0 | 15:48:39 | 60.0 | 60.0 |
| 59.4 | 15:48:40 | 59.4 | 59.4 |
| 59.7 | 15:48:41 | 59.7 | 59.7 |
| 60.2 | 15:48:42 | 60.2 | 60.2 |
| 61.7 | 15:48:43 | 61.7 | 61.7 |
| 63.5 | 15:48:44 | 63.5 | 63.5 |
| 69.4 | 15:48:45 | 69.4 | 69.4 |
| 72.9 | 15:48:46 | 72.9 | 72.9 |
| 69.1 | 15:48:47 | 69.1 | 69.1 |
| 67.3 | 15:48:48 | 67.3 | 67.3 |
| 69.3 | 15:48:49 | 69.3 | 69.3 |
| 69.1 | 15:48:50 | 69.1 | 69.1 |
| 66.9 | 15:48:52 | 66.9 | 66.9 |
| 64.0 | 15:48:53 | 64.0 | 64.0 |
| 61.8 | 15:48:54 | 61.8 | 61.8 |
| 60.4 | 15:48:55 | 60.4 | 60.4 |
| 57.3 | 15:48:56 | 57.3 | 57.3 |
| 54.9 | 15:48:57 | 54.9 | 54.9 |
| 52.4 | 15:48:58 | 52.4 | 52.4 |
| 50.5 | 15:48:59 | 50.5 | 50.5 |
| 49.5 | 15:49:00 | 49.5 | 49.5 |
| 49.0 | 15:49:01 | 49.0 | 49.0 |
| 48.8 | 15:49:02 | 48.8 | 48.8 |
| 49.2 | 15:49:03 | 49.2 | 49.2 |
| 51.1 | 15:49:04 | 51.1 | 51.1 |
| 51.9 | 15:49:05 | 51.9 | 51.9 |
| 50.7 | 15:49:06 | 50.7 | 50.7 |
| 49.9 | 15:49:07 | 49.9 | 49.9 |
| 50.1 | 15:49:08 | 50.1 | 50.1 |
| 51.4 | 15:49:09 | 51.4 | 51.4 |
| 57.7 | 15:49:10 | 57.7 | 57.7 |
| 63.8 | 15:49:11 | 63.8 | 63.8 |
| 65.1 | 15:49:12 | 65.1 | 65.1 |
| 63.2 | 15:49:13 | 63.2 | 63.2 |
| 60.2 | 15:49:14 | 60.2 | 60.2 |
| 57.6 | 15:49:15 | 57.6 | 57.6 |
| 56.4 | 15:49:16 | 56.4 | 56.4 |
| 58.2 | 15:49:17 | 58.2 | 58.2 |
| 59.1 | 15:49:18 | 59.1 | 59.1 |
| 58.7 | 15:49:19 | 58.7 | 58.7 |
| 56.1 | 15:49:20 | 56.1 | 56.1 |
| 54.6 | 15:49:21 | 54.6 | 54.6 |
| 51.9 | 15:49:22 | 51.9 | 51.9 |
| 49.6 | 15:49:23 | 49.6 | 49.6 |
| 48.3 | 15:49:24 | 48.3 | 48.3 |
| 47.9 | 15:49:25 | 47.9 | 47.9 |
| 47.6 | 15:49:26 | 47.6 | 47.6 |
| 47.7 | 15:49:27 | 47.7 | 47.7 |
| 47.2 | 15:49:28 | 47.2 | 47.2 |
| 48.1 | 15:49:29 | 48.1 | 48.1 |
| 48.2 | 15:49:30 | 48.2 | 48.2 |
| 48.0 | 15:49:31 | 48.0 | 48.0 |
| 48.7 | 15:49:32 | 48.7 | 48.7 |
| 51.0 | 15:49:33 | 51.0 | 51.0 |
| 55.4 | 15:49:34 | 55.4 | 55.4 |
| 57.9 | 15:49:35 | 57.9 | 57.9 |
| 59.0 | 15:49:36 | 59.0 | 59.0 |
| 59.8 | 15:49:37 | 59.8 | 59.8 |
| 59.8 | 15:49:38 | 59.8 | 59.8 |
| 61.2 | 15:49:39 | 61.2 | 61.2 |
| 62.7 | 15:49:40 | 62.7 | 62.7 |
| 63.2 | 15:49:41 | 63.2 | 63.2 |
| 62.5 | 15:49:42 | 62.5 | 62.5 |
| 61.0 | 15:49:43 | 61.0 | 61.0 |
| 60.1 | 15:49:44 | 60.1 | 60.1 |
| 60.9 | 15:49:45 | 60.9 | 60.9 |
| 62.6 | 15:49:46 | 62.6 | 62.6 |
| 63.0 | 15:49:47 | 63.0 | 63.0 |
| 61.6 | 15:49:48 | 61.6 | 61.6 |
| 59.8 | 15:49:49 | 59.8 | 59.8 |
| 59.5 | 15:49:50 | 59.5 | 59.5 |
| 61.0 | 15:49:51 | 61.0 | 61.0 |
| 63.8 | 15:49:52 | 63.8 | 63.8 |
| 64.6 | 15:49:53 | 64.6 | 64.6 |
| 65.0 | 15:49:54 | 65.0 | 65.0 |
| 63.8 | 15:49:55 | 63.8 | 63.8 |
| 64.5 | 15:49:56 | 64.5 | 64.5 |
| 64.9 | 15:49:57 | 64.9 | 64.9 |
| 64.7 | 15:49:58 | 64.7 | 64.7 |
| 64.4 | 15:49:59 | 64.4 | 64.4 |
| 62.9 | 15:50:00 | 62.9 | 62.9 |
| 61.9 | 15:50:01 | 61.9 | 61.9 |
| 63.1 | 15:50:02 | 63.1 | 63.1 |
| 63.8 | 15:50:03 | 63.8 | 63.8 |
| 63.3 | 15:50:04 | 63.3 | 63.3 |
| 62.8 | 15:50:05 | 62.8 | 62.8 |
| 62.9 | 15:50:06 | 62.9 | 62.9 |
| 63.2 | 15:50:07 | 63.2 | 63.2 |
| 64.1 | 15:50:08 | 64.1 | 64.1 |
| 63.9 | 15:50:09 | 63.9 | 63.9 |
| 63.1 | 15:50:10 | 63.1 | 63.1 |
| 62.7 | 15:50:11 | 62.7 | 62.7 |
| 62.3 | 15:50:12 | 62.3 | 62.3 |
| 62.5 | 15:50:13 | 62.5 | 62.5 |
| 61.8 | 15:50:14 | 61.8 | 61.8 |
| 61.9 | 15:50:15 | 61.9 | 61.9 |

Site 2 - On North Project DW Fence, 55 ft W of Campus Ave CL

| SPL | Time | Leq (1 hour Avg.) | Ldn CNEL |
|------|----------|-------------------|----------|
| 42.5 | 15:53:59 | 42.5 | 42.5 |
| 43.3 | 15:54:00 | 43.3 | 43.3 |
| 44.8 | 15:54:01 | 44.8 | 44.8 |
| 44.5 | 15:54:02 | 44.5 | 44.5 |
| 43.7 | 15:54:03 | 43.7 | 43.7 |
| 43.7 | 15:54:04 | 43.7 | 43.7 |
| 45.5 | 15:54:05 | 45.5 | 45.5 |
| 49.2 | 15:54:06 | 49.2 | 49.2 |
| 52.9 | 15:54:07 | 52.9 | 52.9 |
| 57.8 | 15:54:08 | 57.8 | 57.8 |
| 61.0 | 15:54:09 | 61.0 | 61.0 |
| 62.5 | 15:54:10 | 62.5 | 62.5 |
| 61.7 | 15:54:11 | 61.7 | 61.7 |
| 59.2 | 15:54:12 | 59.2 | 59.2 |
| 58.3 | 15:54:13 | 58.3 | 58.3 |
| 59.3 | 15:54:14 | 59.3 | 59.3 |
| 61.6 | 15:54:15 | 61.6 | 61.6 |
| 63.3 | 15:54:16 | 63.3 | 63.3 |
| 64.2 | 15:54:17 | 64.2 | 64.2 |
| 62.4 | 15:54:18 | 62.4 | 62.4 |
| 59.4 | 15:54:19 | 59.4 | 59.4 |
| 57.8 | 15:54:20 | 57.8 | 57.8 |
| 59.7 | 15:54:21 | 59.7 | 59.7 |
| 59.1 | 15:54:22 | 59.1 | 59.1 |
| 66.1 | 15:54:23 | 66.1 | 66.1 |
| 66.9 | 15:54:24 | 66.9 | 66.9 |
| 69.5 | 15:54:25 | 69.5 | 69.5 |
| 71.6 | 15:54:26 | 71.6 | 71.6 |
| 70.3 | 15:54:27 | 70.3 | 70.3 |
| 67.6 | 15:54:28 | 67.6 | 67.6 |
| 64.3 | 15:54:29 | 64.3 | 64.3 |
| 61.1 | 15:54:30 | 61.1 | 61.1 |
| 59.2 | 15:54:31 | 59.2 | 59.2 |
| 58.5 | 15:54:32 | 58.5 | 58.5 |
| 59.7 | 15:54:33 | 59.7 | 59.7 |
| 60.7 | 15:54:34 | 60.7 | 60.7 |
| 61.7 | 15:54:35 | 61.7 | 61.7 |
| 62.7 | 15:54:36 | 62.7 | 62.7 |
| 64.0 | 15:54:37 | 64.0 | 64.0 |
| 66.1 | 15:54:38 | 66.1 | 66.1 |
| 68.2 | 15:54:39 | 68.2 | 68.2 |
| 69.1 | 15:54:40 | 69.1 | 69.1 |
| 69.7 | 15:54:41 | 69.7 | 69.7 |
| 68.0 | 15:54:42 | 68.0 | 68.0 |
| 64.8 | 15:54:43 | 64.8 | 64.8 |
| 61.2 | 15:54:44 | 61.2 | 61.2 |
| 58.0 | 15:54:45 | 58.0 | 58.0 |
| 54.9 | 15:54:46 | 54.9 | 54.9 |
| 52.1 | 15:54:47 | 52.1 | 52.1 |
| 50.0 | 15:54:48 | 50.0 | 50.0 |
| 48.4 | 15:54:49 | 48.4 | 48.4 |
| 47.2 | 15:54:50 | 47.2 | 47.2 |
| 46.5 | 15:54:51 | 46.5 | 46.5 |
| 46.4 | 15:54:52 | 46.4 | 46.4 |
| 46.2 | 15:54:53 | 46.2 | 46.2 |
| 45.3 | 15:54:54 | 45.3 | 45.3 |
| 44.5 | 15:54:55 | 44.5 | 44.5 |
| 44.3 | 15:54:56 | 44.3 | 44.3 |
| 44.3 | 15:54:57 | 44.3 | 44.3 |
| 44.1 | 15:54:58 | 44.1 | 44.1 |
| 44.9 | 15:54:59 | 44.9 | 44.9 |
| 47.3 | 15:55:00 | 47.3 | 47.3 |
| 50.8 | 15:55:01 | 50.8 | 50.8 |
| 53.8 | 15:55:02 | 53.8 | 53.8 |
| 57.8 | 15:55:03 | 57.8 | 57.8 |
| 62.6 | 15:55:04 | 62.6 | 62.6 |
| 64.1 | 15:55:05 | 64.1 | 64.1 |
| 64.8 | 15:55:06 | 64.8 | 64.8 |
| 62.6 | 15:55:07 | 62.6 | 62.6 |
| 59.2 | 15:55:08 | 59.2 | 59.2 |
| 56.0 | 15:55:09 | 56.0 | 56.0 |
| 53.8 | 15:55:10 | 53.8 | 53.8 |
| 53.7 | 15:55:11 | 53.7 | 53.7 |
| 52.1 | 15:55:12 | 52.1 | 52.1 |
| 50.8 | 15:55:13 | 50.8 | 50.8 |
| 65.3 | 15:55:15 | 65.3 | 65.3 |
| 65.0 | 15:55:16 | 65.0 | 65.0 |
| 62.4 | 15:55:17 | 62.4 | 62.4 |
| 61.5 | 15:55:18 | 61.5 | 61.5 |
| 68.0 | 15:55:19 | 68.0 | 68.0 |
| 70.4 | 15:55:20 | 70.4 | 70.4 |
| 68.6 | 15:55:21 | 68.6 | 68.6 |
| 67.8 | 15:55:22 | 67.8 | 67.8 |
| 66.7 | 15:55:23 | 66.7 | 66.7 |
| 63.6 | 15:55:24 | 63.6 | 63.6 |
| 60.0 | 15:55:25 | 60.0 | 60.0 |
| 56.5 | 15:55:26 | 56.5 | 56.5 |
| 53.4 | 15:55:27 | 53.4 | 53.4 |
| 50.9 | 15:55:28 | 50.9 | 50.9 |
| 49.4 | 15:55:29 | 49.4 | 49.4 |
| 49.8 | 15:55:30 | 49.8 | 49.8 |
| 52.7 | 15:55:31 | 52.7 | 52.7 |
| 57.1 | 15:55:32 | 57.1 | 57.1 |
| 61.9 | 15:55:33 | 61.9 | 61.9 |
| 65.5 | 15:55:34 | 65.5 | 65.5 |
| 67.0 | 15:55:35 | 67.0 | 67.0 |
| 68.1 | 15:55:36 | 68.1 | 68.1 |
| 69.7 | 15:55:37 | 69.7 | 69.7 |
| 70.2 | 15:55:38 | 70.2 | 70.2 |
| 69.2 | 15:55:39 | 69.2 | 69.2 |
| 67.6 | 15:55:40 | 67.6 | 67.6 |
| 65.4 | 15:55:41 | 65.4 | 65.4 |
| 62.4 | 15:55:42 | 62.4 | 62.4 |
| 59.7 | 15:55:43 | 59.7 | 59.7 |
| 60.1 | 15:55:44 | 60.1 | 60.1 |
| 61.4 | 15:55:45 | 61.4 | 61.4 |
| 63.2 | 15:55:46 | 63.2 | 63.2 |
| 62.4 | 15:55:47 | | |

Site 1 - South Side of St Andrews St 85 ft W of Campus Ave CL

| SPL | Time | Leq (1 hour Avg.) | Ldn CNEL |
|------|----------|-------------------|----------|
| 61.2 | 15:50:16 | 61.2 | 43.6 |
| 60.8 | 15:50:17 | 60.8 | 44.5 |
| 62.5 | 15:50:18 | 62.5 | 45.6 |
| 63.6 | 15:50:19 | 63.6 | 46.3 |
| 63.6 | 15:50:20 | 63.6 | 48.5 |
| 62.4 | 15:50:21 | 62.4 | 50.6 |
| 60.5 | 15:50:22 | 60.5 | 60.5 |
| 57.4 | 15:50:23 | 57.4 | 57.1 |
| 54.2 | 15:50:24 | 54.2 | 59.9 |
| 52.2 | 15:50:25 | 52.2 | 62.2 |
| 56.2 | 15:50:26 | 56.2 | 63.9 |
| 66.2 | 15:50:27 | 66.2 | 65.1 |
| 68.7 | 15:50:28 | 68.7 | 62.5 |
| 66.3 | 15:50:29 | 66.3 | 58.8 |
| 62.9 | 15:50:30 | 62.9 | 55.4 |
| 59.3 | 15:50:31 | 59.3 | 52.4 |
| 56.0 | 15:50:32 | 56.0 | 50.3 |
| 54.9 | 15:50:33 | 54.9 | 50.5 |
| 63.3 | 15:50:34 | 63.3 | 54.4 |
| 66.9 | 15:50:35 | 66.9 | 58.6 |
| 65.7 | 15:50:36 | 65.7 | 64.2 |
| 62.5 | 15:50:37 | 62.5 | 68.3 |
| 59.2 | 15:50:38 | 59.2 | 71.5 |
| 55.7 | 15:50:39 | 55.7 | 73.7 |
| 52.5 | 15:50:40 | 52.5 | 72.8 |
| 49.7 | 15:50:41 | 49.7 | 70.7 |
| 48.5 | 15:50:42 | 48.5 | 69.2 |
| 48.2 | 15:50:43 | 48.2 | 67.3 |
| 47.2 | 15:50:44 | 47.2 | 66.8 |
| 47.4 | 15:50:45 | 47.4 | 66.8 |
| 48.3 | 15:50:46 | 48.3 | 67.1 |
| 54.7 | 15:50:47 | 54.7 | 67.1 |
| 62.9 | 15:50:48 | 62.9 | 63.4 |
| 66.1 | 15:50:49 | 66.1 | 60.8 |
| 65.3 | 15:50:50 | 65.3 | 58.5 |
| 62.0 | 15:50:51 | 62.0 | 56.7 |
| 58.6 | 15:50:52 | 58.6 | 58.6 |
| 55.2 | 15:50:53 | 55.2 | 59.2 |
| 51.7 | 15:50:54 | 51.7 | 68.2 |
| 48.6 | 15:50:55 | 48.6 | 68.2 |
| 46.3 | 15:50:56 | 46.3 | 68.3 |
| 45.1 | 15:50:57 | 45.1 | 68.9 |
| 46.2 | 15:50:58 | 46.2 | 68.1 |
| 48.1 | 15:50:59 | 48.1 | 70.2 |
| 53.4 | 15:51:00 | 53.4 | 70.8 |
| 56.2 | 15:51:01 | 56.2 | 70.6 |
| 59.8 | 15:51:02 | 59.8 | 70.9 |
| 63.5 | 15:51:03 | 63.5 | 70.4 |
| 64.7 | 15:51:04 | 64.7 | 64.8 |
| 63.0 | 15:51:05 | 63.0 | 63.5 |
| 61.3 | 15:51:06 | 61.3 | 60.8 |
| 62.4 | 15:51:07 | 62.4 | 61.2 |
| 64.0 | 15:51:08 | 64.0 | 63.3 |
| 68.0 | 15:51:09 | 68.0 | 65.6 |
| 68.6 | 15:51:10 | 68.6 | 65.3 |
| 66.5 | 15:51:11 | 66.5 | 63.4 |
| 63.8 | 15:51:12 | 63.8 | 64.1 |
| 63.4 | 15:51:13 | 63.4 | 65.7 |
| 65.4 | 15:51:14 | 65.4 | 64.6 |
| 65.5 | 15:51:15 | 65.5 | 61.3 |
| 64.1 | 15:51:16 | 64.1 | 57.6 |
| 61.8 | 15:51:17 | 61.8 | 54.4 |
| 60.2 | 15:51:18 | 60.2 | 52.1 |
| 61.3 | 15:51:19 | 61.3 | 50.4 |
| 64.6 | 15:51:20 | 64.6 | 49.0 |
| 66.1 | 15:51:21 | 66.1 | 47.6 |
| 65.8 | 15:51:22 | 65.8 | 46.2 |
| 63.3 | 15:51:23 | 63.3 | 45.3 |
| 60.0 | 15:51:24 | 60.0 | 46.5 |
| 56.8 | 15:51:25 | 56.8 | 47.1 |
| 53.6 | 15:51:26 | 53.6 | 46.9 |
| 50.8 | 15:51:27 | 50.8 | 48.5 |
| 48.6 | 15:51:28 | 48.6 | 48.7 |
| 47.0 | 15:51:29 | 47.0 | 47.7 |
| 47.0 | 15:51:30 | 47.0 | 49.8 |
| 48.1 | 15:51:31 | 48.1 | 51.0 |
| 49.0 | 15:51:32 | 49.0 | 52.4 |
| 50.5 | 15:51:33 | 50.5 | 55.3 |
| 52.1 | 15:51:34 | 52.1 | 59.6 |
| 54.4 | 15:51:35 | 54.4 | 67.5 |
| 56.3 | 15:51:36 | 56.3 | 66.5 |
| 59.8 | 15:51:37 | 59.8 | 64.7 |
| 62.3 | 15:51:38 | 62.3 | 64.7 |
| 63.7 | 15:51:39 | 63.7 | 64.7 |
| 64.7 | 15:51:40 | 64.7 | 62.5 |
| 63.7 | 15:51:41 | 63.7 | 59.6 |
| 61.4 | 15:51:42 | 61.4 | 54.4 |
| 60.3 | 15:51:43 | 60.3 | 53.9 |
| 62.0 | 15:51:44 | 62.0 | 51.7 |
| 63.3 | 15:51:45 | 63.3 | 51.1 |
| 64.6 | 15:51:46 | 64.6 | 50.7 |
| 65.1 | 15:51:47 | 65.1 | 50.5 |
| 64.7 | 15:51:48 | 64.7 | 49.2 |
| 63.4 | 15:51:49 | 63.4 | 47.9 |
| 61.9 | 15:51:50 | 61.9 | 47.5 |
| 65.9 | 15:51:51 | 65.9 | 46.8 |
| 67.2 | 15:51:52 | 67.2 | 46.9 |
| 66.3 | 15:51:53 | 66.3 | 47.4 |
| 65.3 | 15:51:54 | 65.3 | 47.5 |
| 64.8 | 15:51:55 | 64.8 | 47.7 |
| 62.3 | 15:51:56 | 62.3 | 49.2 |
| 59.2 | 15:51:57 | 59.2 | 52.1 |
| 56.5 | 15:51:58 | 56.5 | 60.8 |
| 60.1 | 15:51:59 | 60.1 | 63.0 |
| 65.0 | 15:52:00 | 65.0 | 69.8 |
| 65.2 | 15:52:01 | 65.2 | 68.8 |
| 62.5 | 15:52:02 | 62.5 | 67.7 |
| 59.9 | 15:52:03 | 59.9 | 66.7 |
| 58.7 | 15:52:04 | 58.7 | 65.5 |
| 58.7 | 15:52:05 | 58.7 | 66.6 |
| 64.1 | 15:52:06 | 64.1 | 68.1 |
| 67.8 | 15:52:07 | 67.8 | 67.8 |
| 67.7 | 15:52:08 | 67.7 | 68.8 |
| 66.2 | 15:52:09 | 66.2 | 67.5 |
| 63.7 | 15:52:10 | 63.7 | 65.1 |
| 64.4 | 15:52:11 | 64.4 | 65.8 |
| 58.0 | 15:52:12 | 58.0 | 68.3 |
| 55.2 | 15:52:13 | 55.2 | 68.8 |
| 53.9 | 15:52:14 | 53.9 | 68.8 |
| 56.4 | 15:52:15 | 56.4 | 73.3 |
| 63.6 | 15:52:16 | 63.6 | 76.0 |
| 67.0 | 15:52:17 | 67.0 | 74.7 |
| 68.4 | 15:52:18 | 68.4 | 73.9 |
| 68.3 | 15:52:19 | 68.3 | 73.9 |
| 69.4 | 15:52:20 | 69.4 | 73.7 |
| 72.3 | 15:52:21 | 72.3 | 74.5 |
| 72.6 | 15:52:22 | 72.6 | 71.7 |
| 70.9 | 15:52:23 | 70.9 | 68.2 |
| 68.3 | 15:52:24 | 68.3 | 64.3 |
| 66.2 | 15:52:25 | 66.2 | 60.5 |
| 64.9 | 15:52:26 | 64.9 | 57.1 |
| 64.3 | 15:52:27 | 64.3 | 55.4 |
| 64.1 | 15:52:28 | 64.1 | 56.8 |
| 63.6 | 15:52:29 | 63.6 | 61.5 |
| 61.9 | 15:52:30 | 61.9 | 63.9 |
| 60.1 | 15:52:31 | 60.1 | 65.5 |
| 59.8 | 15:52:32 | 59.8 | 63.9 |
| 60.8 | 15:52:33 | 60.8 | 63.5 |
| 61.7 | 15:52:34 | 61.7 | 64.6 |
| 62.4 | 15:52:35 | 62.4 | 65.4 |
| 64.4 | 15:52:36 | 64.4 | 63.7 |
| 66.5 | 15:52:37 | 66.5 | 60.6 |
| 68.2 | 15:52:38 | 68.2 | 58.1 |
| 68.8 | 15:52:39 | 68.8 | 56.5 |
| 68.2 | 15:52:40 | 68.2 | 56.8 |
| 66.7 | 15:52:41 | 66.7 | 57.8 |
| 65.3 | 15:52:42 | 65.3 | 61.5 |
| 65.0 | 15:52:43 | 65.0 | 69.8 |
| 65.7 | 15:52:44 | 65.7 | 74.0 |
| 65.5 | 15:52:45 | 65.5 | 71.8 |
| 64.4 | 15:52:46 | 64.4 | 68.3 |
| 62.1 | 15:52:47 | 62.1 | 64.5 |
| 59.3 | 15:52:48 | 59.3 | 60.8 |
| 56.6 | 15:52:49 | 56.6 | 57.3 |
| 53.9 | 15:52:50 | 53.9 | 53.9 |
| 51.4 | 15:52:51 | 51.4 | 50.4 |
| 49.2 | 15:52:52 | 49.2 | 47.7 |
| 47.1 | 15:52:53 | 47.1 | 46.2 |
| 45.2 | 15:52:54 | 45.2 | 46.0 |
| 44.7 | 15:52:55 | 44.7 | 48.0 |
| 44.5 | 15:52:56 | 44.5 | 52.7 |
| 44.4 | 15:52:57 | 44.4 | 59.3 |

Site 2 - On North Project DW Fence, 55 ft W of Campus Av CL

| SPL | Time | Leq (1 hour Avg.) | Ldn CNEL |
|------|----------|-------------------|----------|
| 43.6 | 15:56:41 | 43.6 | 43.6 |
| 44.5 | 15:56:42 | 44.5 | 44.5 |
| 45.6 | 15:56:43 | 45.6 | 45.6 |
| 46.3 | 15:56:44 | 46.3 | 46.3 |
| 48.5 | 15:56:45 | 48.5 | 48.5 |
| 50.6 | 15:56:46 | 50.6 | 50.6 |
| 50.6 | 15:56:47 | 50.6 | 50.6 |
| 57.1 | 15:56:48 | 57.1 | 57.1 |
| 59.9 | 15:56:49 | 59.9 | 59.9 |
| 62.2 | 15:56:50 | 62.2 | 62.2 |
| 63.9 | 15:56:51 | 63.9 | 63.9 |
| 65.1 | 15:56:52 | 65.1 | 65.1 |
| 62.5 | 15:56:53 | 62.5 | 62.5 |
| 58.8 | 15:56:54 | 58.8 | 58.8 |
| 55.4 | 15:56:55 | 55.4 | 55.4 |
| 52.4 | 15:56:56 | 52.4 | 52.4 |
| 50.3 | 15:56:57 | 50.3 | 50.3 |
| 50.5 | 15:56:58 | 50.5 | 50.5 |
| 54.4 | 15:56:59 | 54.4 | 54.4 |
| 58.6 | 15:57:00 | 58.6 | 58.6 |
| 64.2 | 15:57:01 | 64.2 | 64.2 |
| 68.3 | 15:57:02 | 68.3 | 68.3 |
| 71.5 | 15:57:03 | 71.5 | 71.5 |
| 73.7 | 15:57:04 | 73.7 | 73.7 |
| 72.8 | 15:57:05 | 72.8 | 72.8 |
| 70.7 | 15:57:06 | 70.7 | 70.7 |
| 69.2 | 15:57:07 | 69.2 | 69.2 |
| 67.3 | 15:57:08 | 67.3 | 67.3 |
| 66.8 | 15:57:09 | 66.8 | 66.8 |
| 66.8 | 15:57:10 | 66.8 | 66.8 |
| 67.1 | 15:57:11 | 67.1 | 67.1 |
| 65.8 | 15:57:12 | 65.8 | 65.8 |
| 63.4 | 15:57:13 | 63.4 | 63.4 |
| 60.8 | 15:57:14 | 60.8 | 60.8 |
| 58.5 | 15:57:15 | 58.5 | 58.5 |
| 56.7 | 15:57:16 | 56.7 | 56.7 |
| 58.6 | 15:57:17 | 58.6 | 58.6 |
| 59.2 | 15:57:18 | 59.2 | 59.2 |
| 68.2 | 15:57:19 | 68.2 | 68.2 |
| 69.2 | 15:57:20 | 69.2 | 69.2 |
| 68.3 | 15:57:21 | 68.3 | 68.3 |
| 68.9 | 15:57:22 | 68.9 | 68.9 |
| 68.1 | 15:57:23 | 68.1 | 68.1 |
| 70.2 | 15:57:24 | 70.2 | 70.2 |
| 70.8 | 15:57:25 | 70.8 | 70.8 |
| 70.6 | 15:57:26 | 70.6 | 70.6 |
| 70.9 | 15:57:27 | 70.9 | 70.9 |
| 70.4 | 15:57:28 | 70.4 | 70.4 |
| 67.2 | 15:57:29 | 67.2 | 67.2 |
| 63.5 | 15:57:30 | 63.5 | 63.5 |
| 60.8 | 15:57:31 | 60.8 | 60.8 |
| 61.2 | 15:57:32 | 61.2 | 61.2 |
| 63.3 | 15:57:33 | 63.3 | 63.3 |
| 65.6 | 15:57:34 | 65.6 | 65.6 |
| 63.4 | 15:57:35 | 63.4 | 63.4 |
| 64.1 | 15:57:36 | 64.1 | 64.1 |
| 65.7 | 15:57:37 | 65.7 | 65.7 |
| 64.6 | 15:57:38 | 64.6 | 64.6 |
| 61.3 | 15:57:39 | 61.3 | 61.3 |
| 57.6 | 15:57:40 | 57.6 | 57.6 |
| 54.4 | 15:57:41 | 54.4 | 54.4 |
| 52.1 | 15:57:42 | 52.1 | 52.1 |
| 50.4 | 15:57:43 | 50.4 | 50.4 |
| 49.0 | 15:57:44 | 49.0 | 49.0 |
| 47.6 | 15:57:45 | 47.6 | 47.6 |
| 46.2 | 15:57:46 | 46.2 | 46.2 |
| 45.3 | 15:57:47 | 45.3 | 45.3 |
| 46.5 | 15:57:48 | 46.5 | 46.5 |
| 47.1 | 15:57:49 | 47.1 | 47.1 |
| 46.9 | 15:57:50 | 46.9 | 46.9 |
| 48.5 | 15:57:51 | 48.5 | 48.5 |
| 48.7 | 15:57:52 | 48.7 | 48.7 |
| 48.7 | 15:57:53 | 48.7 | 48.7 |
| 49.8 | 15:57:54 | 49.8 | 49.8 |
| 51.0 | 15:57:55 | 51.0 | 51.0 |
| 52.4 | 15:57:56 | 52.4 | 52.4 |
| 55.3 | 15:57:57 | 55.3 | 55.3 |
| 59.6 | 15:57:58 | 59.6 | 59.6 |
| 67.5 | 15:57:59 | 67.5 | 67.5 |
| 66.5 | 15:58:00 | 66.5 | 66.5 |
| 64.7 | 15:58:01 | 64.7 | 64.7 |
| 64.7 | 15:58:02 | 64.7 | 64.7 |
| 62.5 | 15:58:03 | 62.5 | 62.5 |
| 59.6 | 15:58:04 | 59.6 | 59.6 |
| 54.4 | 15:58:05 | 54.4 | 54.4 |
| 53.9 | 15:58:06 | 53.9 | 53.9 |
| 51.7 | 15:58:07 | 51.7 | 51.7 |
| 51.1 | 15:58:08 | 51.1 | 51.1 |
| 50.7 | 15:58:09 | 50.7 | 50.7 |
| 50.5 | 15:58:10 | 50.5 | 50.5 |
| 49.2 | 15:58:11 | 49.2 | 49.2 |
| 47.9 | 15:58:12 | 47.9 | 47.9 |
| 47.5 | 15:58:13 | 47.5 | 47.5 |
| 46.8 | 15:58:14 | 46.8 | 46.8 |
| 46.9 | 15:58:15 | 46.9 | 46.9 |
| 47.4 | 15:58:16 | 47.4 | 47.4 |
| 47.5 | 15:58:17 | 47.5 | 47.5 |
| 47.7 | 15:58:18 | 47.7 | 47.7 |
| 49.2 | 15:58:19 | 49.2 | 49.2 |
| 52.1 | 15:58:20 | 52.1 | 52.1 |
| 60.8 | 15:58:21 | 60.8 | 60.8 |
| 63.0 | 15:58:22 | 63.0 | 63.0 |
| 69.8 | 15:58:23 | 69.8 | 69.8 |
| 68.8 | 15:58:24 | 68.8 | 68.8 |
| 67.7 | 15:58:25 | 67.7 | 67.7 |
| 66.7 | 15:58:26 | 66.7 | 66.7 |
| 65.5 | 15:58:27 | | |

Site 1 - South Side of St Andrews St 85 ft W of Campus Ave CL

| SPL | Time | Leq (1 hour Avg.) | Ldn CNEL |
|------|----------|-------------------|----------|
| 44.5 | 15:52:58 | 44.5 | 44.5 |
| 44.8 | 15:52:59 | 44.8 | 44.8 |
| 47.1 | 15:53:00 | 47.1 | 47.1 |
| 50.2 | 15:53:01 | 50.2 | 50.2 |
| 54.5 | 15:53:02 | 54.5 | 54.5 |
| 57.2 | 15:53:03 | 57.2 | 57.2 |
| 60.8 | 15:53:04 | 60.8 | 60.8 |
| 65.1 | 15:53:05 | 65.1 | 65.1 |
| 66.2 | 15:53:06 | 66.2 | 66.2 |
| 64.6 | 15:53:07 | 64.6 | 64.6 |
| 61.8 | 15:53:08 | 61.8 | 61.8 |
| 59.5 | 15:53:09 | 59.5 | 59.5 |
| 58.2 | 15:53:10 | 58.2 | 58.2 |
| 59.9 | 15:53:11 | 59.9 | 59.9 |
| 62.2 | 15:53:12 | 62.2 | 62.2 |
| 63.6 | 15:53:13 | 63.6 | 63.6 |
| 64.1 | 15:53:14 | 64.1 | 64.1 |
| 64.0 | 15:53:15 | 64.0 | 64.0 |
| 63.3 | 15:53:16 | 63.3 | 63.3 |
| 62.8 | 15:53:17 | 62.8 | 62.8 |
| 62.3 | 15:53:18 | 62.3 | 62.3 |
| 62.8 | 15:53:19 | 62.8 | 62.8 |
| 64.0 | 15:53:20 | 64.0 | 64.0 |
| 64.7 | 15:53:21 | 64.7 | 64.7 |
| 64.5 | 15:53:22 | 64.5 | 64.5 |
| 62.4 | 15:53:23 | 62.4 | 62.4 |
| 59.5 | 15:53:24 | 59.5 | 59.5 |
| 56.1 | 15:53:25 | 56.1 | 56.1 |
| 53.5 | 15:53:26 | 53.5 | 53.5 |
| 50.7 | 15:53:27 | 50.7 | 50.7 |
| 48.3 | 15:53:28 | 48.3 | 48.3 |
| 46.2 | 15:53:29 | 46.2 | 46.2 |
| 44.5 | 15:53:30 | 44.5 | 44.5 |
| 43.4 | 15:53:31 | 43.4 | 43.4 |
| 42.3 | 15:53:32 | 42.3 | 42.3 |
| 41.2 | 15:53:33 | 41.2 | 41.2 |
| 40.7 | 15:53:34 | 40.7 | 40.7 |
| 40.8 | 15:53:35 | 40.8 | 40.8 |
| 40.8 | 15:53:36 | 40.8 | 40.8 |
| 41.0 | 15:53:37 | 41.0 | 41.0 |
| 41.2 | 15:53:38 | 41.2 | 41.2 |
| 41.1 | 15:53:39 | 41.1 | 41.1 |
| 41.3 | 15:53:40 | 41.3 | 41.3 |
| 41.6 | 15:53:41 | 41.6 | 41.6 |
| 41.1 | 15:53:42 | 41.1 | 41.1 |
| 41.8 | 15:53:43 | 41.8 | 41.8 |
| 44.0 | 15:53:44 | 44.0 | 44.0 |
| 45.0 | 15:53:45 | 45.0 | 45.0 |
| 44.7 | 15:53:46 | 44.7 | 44.7 |
| 45.3 | 15:53:47 | 45.3 | 45.3 |
| 49.3 | 15:53:48 | 49.3 | 49.3 |
| 51.0 | 15:53:49 | 51.0 | 51.0 |
| 52.4 | 15:53:50 | 52.4 | 52.4 |
| 56.4 | 15:53:51 | 56.4 | 56.4 |
| 58.8 | 15:53:52 | 58.8 | 58.8 |
| 59.2 | 15:53:53 | 59.2 | 59.2 |
| 58.1 | 15:53:54 | 58.1 | 58.1 |
| 56.7 | 15:53:55 | 56.7 | 56.7 |
| 56.1 | 15:53:56 | 56.1 | 56.1 |
| 58.6 | 15:53:57 | 58.6 | 58.6 |
| 64.6 | 15:53:58 | 64.6 | 64.6 |
| 68.4 | 15:53:59 | 68.4 | 68.4 |
| 69.0 | 15:54:00 | 69.0 | 69.0 |
| 67.6 | 15:54:01 | 67.6 | 67.6 |
| 65.3 | 15:54:02 | 65.3 | 65.3 |
| 62.7 | 15:54:03 | 62.7 | 62.7 |
| 62.3 | 15:54:04 | 62.3 | 62.3 |
| 63.2 | 15:54:05 | 63.2 | 63.2 |
| 63.0 | 15:54:06 | 63.0 | 63.0 |
| 62.6 | 15:54:07 | 62.6 | 62.6 |
| 61.8 | 15:54:08 | 61.8 | 61.8 |
| 59.5 | 15:54:09 | 59.5 | 59.5 |
| 56.6 | 15:54:10 | 56.6 | 56.6 |
| 53.3 | 15:54:11 | 53.3 | 53.3 |
| 51.9 | 15:54:12 | 51.9 | 51.9 |
| 50.8 | 15:54:13 | 50.8 | 50.8 |
| 50.2 | 15:54:14 | 50.2 | 50.2 |
| 50.5 | 15:54:15 | 50.5 | 50.5 |
| 51.7 | 15:54:16 | 51.7 | 51.7 |
| 55.2 | 15:54:17 | 55.2 | 55.2 |
| 58.0 | 15:54:18 | 58.0 | 58.0 |
| 60.4 | 15:54:19 | 60.4 | 60.4 |
| 63.0 | 15:54:20 | 63.0 | 63.0 |
| 64.6 | 15:54:21 | 64.6 | 64.6 |
| 65.5 | 15:54:22 | 65.5 | 65.5 |
| 65.5 | 15:54:23 | 65.5 | 65.5 |
| 64.8 | 15:54:24 | 64.8 | 64.8 |
| 62.7 | 15:54:25 | 62.7 | 62.7 |
| 60.0 | 15:54:26 | 60.0 | 60.0 |
| 56.8 | 15:54:27 | 56.8 | 56.8 |
| 53.8 | 15:54:28 | 53.8 | 53.8 |
| 51.1 | 15:54:29 | 51.1 | 51.1 |
| 49.1 | 15:54:30 | 49.1 | 49.1 |
| 48.0 | 15:54:31 | 48.0 | 48.0 |
| 47.5 | 15:54:32 | 47.5 | 47.5 |
| 49.6 | 15:54:33 | 49.6 | 49.6 |
| 52.7 | 15:54:34 | 52.7 | 52.7 |
| 53.9 | 15:54:35 | 53.9 | 53.9 |
| 53.9 | 15:54:36 | 53.9 | 53.9 |
| 54.9 | 15:54:37 | 54.9 | 54.9 |
| 55.9 | 15:54:38 | 55.9 | 55.9 |
| 55.8 | 15:54:39 | 55.8 | 55.8 |
| 54.5 | 15:54:40 | 54.5 | 54.5 |
| 53.2 | 15:54:41 | 53.2 | 53.2 |
| 51.5 | 15:54:42 | 51.5 | 51.5 |
| 50.8 | 15:54:43 | 50.8 | 50.8 |
| 52.7 | 15:54:44 | 52.7 | 52.7 |
| 53.3 | 15:54:45 | 53.3 | 53.3 |
| 55.4 | 15:54:46 | 55.4 | 55.4 |
| 58.4 | 15:54:47 | 58.4 | 58.4 |
| 60.8 | 15:54:48 | 60.8 | 60.8 |
| 60.8 | 15:54:49 | 60.8 | 60.8 |
| 59.4 | 15:54:50 | 59.4 | 59.4 |
| 57.4 | 15:54:51 | 57.4 | 57.4 |
| 59.0 | 15:54:52 | 59.0 | 59.0 |
| 65.9 | 15:54:53 | 65.9 | 65.9 |
| 67.8 | 15:54:54 | 67.8 | 67.8 |
| 66.3 | 15:54:55 | 66.3 | 66.3 |
| 63.9 | 15:54:56 | 63.9 | 63.9 |
| 62.7 | 15:54:57 | 62.7 | 62.7 |
| 62.3 | 15:54:58 | 62.3 | 62.3 |
| 61.4 | 15:54:59 | 61.4 | 61.4 |
| 59.9 | 15:55:00 | 59.9 | 59.9 |
| 58.9 | 15:55:01 | 58.9 | 58.9 |
| 58.3 | 15:55:02 | 58.3 | 58.3 |
| 60.3 | 15:55:03 | 60.3 | 60.3 |
| 62.8 | 15:55:04 | 62.8 | 62.8 |
| 62.9 | 15:55:05 | 62.9 | 62.9 |
| 60.6 | 15:55:06 | 60.6 | 60.6 |
| 57.4 | 15:55:07 | 57.4 | 57.4 |
| 54.4 | 15:55:08 | 54.4 | 54.4 |
| 51.7 | 15:55:09 | 51.7 | 51.7 |
| 49.5 | 15:55:10 | 49.5 | 49.5 |
| 48.4 | 15:55:11 | 48.4 | 48.4 |
| 49.9 | 15:55:12 | 49.9 | 49.9 |
| 53.1 | 15:55:13 | 53.1 | 53.1 |
| 55.2 | 15:55:14 | 55.2 | 55.2 |
| 59.2 | 15:55:15 | 59.2 | 59.2 |
| 62.2 | 15:55:16 | 62.2 | 62.2 |
| 62.8 | 15:55:17 | 62.8 | 62.8 |
| 64.1 | 15:55:18 | 64.1 | 64.1 |
| 66.0 | 15:55:19 | 66.0 | 66.0 |
| 67.1 | 15:55:20 | 67.1 | 67.1 |
| 67.1 | 15:55:21 | 67.1 | 67.1 |
| 65.6 | 15:55:22 | 65.6 | 65.6 |
| 63.3 | 15:55:23 | 63.3 | 63.3 |
| 61.1 | 15:55:24 | 61.1 | 61.1 |
| 58.9 | 15:55:25 | 58.9 | 58.9 |
| 57.3 | 15:55:26 | 57.3 | 57.3 |
| 57.9 | 15:55:27 | 57.9 | 57.9 |
| 61.3 | 15:55:28 | 61.3 | 61.3 |
| 65.3 | 15:55:29 | 65.3 | 65.3 |
| 66.8 | 15:55:30 | 66.8 | 66.8 |
| 64.6 | 15:55:31 | 64.6 | 64.6 |
| 61.7 | 15:55:32 | 61.7 | 61.7 |
| 58.8 | 15:55:33 | 58.8 | 58.8 |
| 56.7 | 15:55:34 | 56.7 | 56.7 |
| 55.2 | 15:55:35 | 55.2 | 55.2 |
| 54.4 | 15:55:36 | 54.4 | 54.4 |
| 54.0 | 15:55:37 | 54.0 | 54.0 |
| 53.8 | 15:55:38 | 53.8 | 53.8 |
| 55.3 | 15:55:39 | 55.3 | 55.3 |

Site 2 - On North Project DW Fence, 55 ft W of Campus Av CL

| SPL | Time | Leq (1 hour Avg.) | Ldn CNEL |
|------|----------|-------------------|----------|
| 67.7 | 15:59:23 | 67.7 | 67.7 |
| 66.2 | 15:59:24 | 66.2 | 66.2 |
| 63.1 | 15:59:25 | 63.1 | 63.1 |
| 59.3 | 15:59:26 | 59.3 | 59.3 |
| 55.7 | 15:59:27 | 55.7 | 55.7 |
| 52.4 | 15:59:28 | 52.4 | 52.4 |
| 48.6 | 15:59:29 | 48.6 | 48.6 |
| 46.8 | 15:59:30 | 46.8 | 46.8 |
| 44.7 | 15:59:31 | 44.7 | 44.7 |
| 43.2 | 15:59:32 | 43.2 | 43.2 |
| 42.6 | 15:59:33 | 42.6 | 42.6 |
| 42.2 | 15:59:34 | 42.2 | 42.2 |
| 42.5 | 15:59:35 | 42.5 | 42.5 |
| 44.1 | 15:59:36 | 44.1 | 44.1 |
| 46.6 | 15:59:37 | 46.6 | 46.6 |
| 46.6 | 15:59:38 | 46.6 | 46.6 |
| 60.2 | 15:59:39 | 60.2 | 60.2 |
| 69.4 | 15:59:40 | 69.4 | 69.4 |
| 67.2 | 15:59:41 | 67.2 | 67.2 |
| 63.7 | 15:59:42 | 63.7 | 63.7 |
| 60.5 | 15:59:43 | 60.5 | 60.5 |
| 60.3 | 15:59:44 | 60.3 | 60.3 |
| 63.4 | 15:59:45 | 63.4 | 63.4 |
| 64.5 | 15:59:46 | 64.5 | 64.5 |
| 68.5 | 15:59:47 | 68.5 | 68.5 |
| 68.1 | 15:59:48 | 68.1 | 68.1 |
| 66.4 | 15:59:49 | 66.4 | 66.4 |
| 63.8 | 15:59:50 | 63.8 | 63.8 |
| 66.5 | 15:59:51 | 66.5 | 66.5 |
| 69.0 | 15:59:52 | 69.0 | 69.0 |
| 66.3 | 15:59:53 | 66.3 | 66.3 |
| 62.9 | 15:59:54 | 62.9 | 62.9 |
| 59.3 | 15:59:55 | 59.3 | 59.3 |
| 55.7 | 15:59:56 | 55.7 | 55.7 |
| 52.5 | 15:59:57 | 52.5 | 52.5 |
| 50.1 | 15:59:58 | 50.1 | 50.1 |
| 47.8 | 15:59:59 | 47.8 | 47.8 |
| 46.6 | 16:00:00 | 46.6 | 46.6 |
| 47.5 | 16:00:01 | 47.5 | 47.5 |
| 50.4 | 16:00:02 | 50.4 | 50.4 |
| 52.8 | 16:00:03 | 52.8 | 52.8 |
| 57.4 | 16:00:04 | 57.4 | 57.4 |
| 61.2 | 16:00:05 | 61.2 | 61.2 |
| 63.4 | 16:00:06 | 63.4 | 63.4 |
| 62.3 | 16:00:07 | 62.3 | 62.3 |
| 59.1 | 16:00:08 | 59.1 | 59.1 |
| 55.5 | 16:00:09 | 55.5 | 55.5 |
| 52.2 | 16:00:10 | 52.2 | 52.2 |
| 49.0 | 16:00:11 | 49.0 | 49.0 |
| 46.0 | 16:00:12 | 46.0 | 46.0 |
| 43.8 | 16:00:13 | 43.8 | 43.8 |
| 42.5 | 16:00:14 | 42.5 | 42.5 |
| 41.6 | 16:00:15 | 41.6 | 41.6 |
| 42.8 | 16:00:16 | 42.8 | 42.8 |
| 40.3 | 16:00:17 | 40.3 | 40.3 |
| 41.5 | 16:00:18 | 41.5 | 41.5 |
| 42.9 | 16:00:19 | 42.9 | 42.9 |
| 44.8 | 16:00:21 | 44.8 | 44.8 |
| 46.3 | 16:00:22 | 46.3 | 46.3 |
| 49.8 | 16:00:23 | 49.8 | 49.8 |
| 56.5 | 16:00:24 | 56.5 | 56.5 |
| 62.1 | 16:00:25 | 62.1 | 62.1 |
| 62.8 | 16:00:26 | 62.8 | 62.8 |
| 60.5 | 16:00:27 | 60.5 | 60.5 |
| 58.2 | 16:00:28 | 58.2 | 58.2 |
| 56.5 | 16:00:29 | 56.5 | 56.5 |
| 57.6 | 16:00:30 | 57.6 | 57.6 |
| 60.3 | 16:00:31 | 60.3 | 60.3 |
| 69.3 | 16:00:32 | 69.3 | 69.3 |
| 70.8 | 16:00:33 | 70.8 | 70.8 |
| 68.1 | 16:00:34 | 68.1 | 68.1 |
| 67.4 | 16:00:35 | 67.4 | 67.4 |
| 62.6 | 16:00:37 | 62.6 | 62.6 |
| 64.6 | 16:00:38 | 64.6 | 64.6 |
| 72.5 | 16:00:39 | 72.5 | 72.5 |
| 70.4 | 16:00:40 | 70.4 | 70.4 |
| 68.9 | 16:00:41 | 68.9 | 68.9 |
| 63.2 | 16:00:42 | 63.2 | 63.2 |
| 61.1 | 16:00:43 | 61.1 | 61.1 |
| 68.9 | 16:00:44 | 68.9 | 68.9 |
| 69.5 | 16:00:45 | 69.5 | 69.5 |
| 70.6 | 16:00:46 | 70.6 | 70.6 |
| 71.8 | 16:00:47 | 71.8 | 71.8 |
| 71.3 | 16:00:48 | 71.3 | 71.3 |
| 70.9 | 16:00:49 | 70.9 | 70.9 |
| 70.7 | 16:00:50 | 70.7 | 70.7 |
| 70.3 | 16:00:51 | 70.3 | 70.3 |
| 72.0 | 16:00:52 | 72.0 | 72.0 |
| 71.3 | 16:00:53 | 71.3 | 71.3 |
| 69.4 | 16:00:54 | 69.4 | 69.4 |
| 67.8 | 16:00:55 | 67.8 | 67.8 |
| 70.1 | 16:00:57 | 70.1 | 70.1 |
| 68.8 | 16:00:58 | 68.8 | 68.8 |
| 65.5 | 16:00:59 | 65.5 | 65.5 |
| 62.0 | 16:01:00 | 62.0 | 62.0 |
| 59.7 | 16:01:01 | 59.7 | 59.7 |
| 60.5 | 16:01:02 | 60.5 | 60.5 |
| 65.8 | 16:01:03 | 65.8 | 65.8 |
| 70.6 | 16:01:04 | 70.6 | 70.6 |
| 75.2 | 16:01:05 | 75.2 | 75.2 |
| 73.8 | 16:01:06 | 73.8 | 73.8 |
| 70.5 | 16:01:07 | 70.5 | 70.5 |
| 67.0 | 16:01:08 | 67.0 | 67.0 |
| 63.6 | 16:01:09 | 63.6 | 63.6 |
| 61.8 | 16:01:10 | 61.8 | 61.8 |
| 68.8 | 16:01:11 | 68.8 | 68.8 |
| 71.4 | 16:01:12 | | |

Site 1 - South Side of St Andrews St 85 ft W of Campus Ave CL

| SPL | Time | Leq (1 hour Avg.) | Ldn CNEL |
|------|----------|-------------------|----------|
| 58.2 | 15:55:40 | 58.2 | 58.2 |
| 58.9 | 15:55:41 | 58.9 | 58.9 |
| 59.9 | 15:55:42 | 59.9 | 59.9 |
| 58.8 | 15:55:43 | 58.8 | 58.8 |
| 58.0 | 15:55:44 | 58.0 | 58.0 |
| 58.8 | 15:55:45 | 58.8 | 58.8 |
| 62.4 | 15:55:46 | 62.4 | 62.4 |
| 63.9 | 15:55:47 | 63.9 | 63.9 |
| 64.1 | 15:55:48 | 64.1 | 64.1 |
| 62.9 | 15:55:49 | 62.9 | 62.9 |
| 61.2 | 15:55:50 | 61.2 | 61.2 |
| 60.4 | 15:55:51 | 60.4 | 60.4 |
| 62.6 | 15:55:52 | 62.6 | 62.6 |
| 66.4 | 15:55:53 | 66.4 | 66.4 |
| 66.6 | 15:55:54 | 66.6 | 66.6 |
| 65.1 | 15:55:55 | 65.1 | 65.1 |
| 64.3 | 15:55:56 | 64.3 | 64.3 |
| 63.6 | 15:55:57 | 63.6 | 63.6 |
| 62.7 | 15:55:58 | 62.7 | 62.7 |
| 62.3 | 15:55:59 | 62.3 | 62.3 |
| 61.7 | 15:56:00 | 61.7 | 61.7 |
| 61.0 | 15:56:01 | 61.0 | 61.0 |
| 58.9 | 15:56:02 | 58.9 | 58.9 |
| 55.9 | 15:56:03 | 55.9 | 55.9 |
| 52.9 | 15:56:04 | 52.9 | 52.9 |
| 50.1 | 15:56:05 | 50.1 | 50.1 |
| 47.5 | 15:56:06 | 47.5 | 47.5 |
| 45.7 | 15:56:07 | 45.7 | 45.7 |
| 44.3 | 15:56:08 | 44.3 | 44.3 |
| 43.6 | 15:56:09 | 43.6 | 43.6 |
| 42.8 | 15:56:10 | 42.8 | 42.8 |
| 41.8 | 15:56:11 | 41.8 | 41.8 |
| 41.2 | 15:56:12 | 41.2 | 41.2 |
| 40.8 | 15:56:13 | 40.8 | 40.8 |
| 40.8 | 15:56:14 | 40.8 | 40.8 |
| 41.8 | 15:56:15 | 41.8 | 41.8 |
| 41.7 | 15:56:16 | 41.7 | 41.7 |
| 41.7 | 15:56:17 | 41.7 | 41.7 |
| 41.7 | 15:56:18 | 41.7 | 41.7 |
| 41.3 | 15:56:19 | 41.3 | 41.3 |
| 41.7 | 15:56:20 | 41.7 | 41.7 |
| 42.5 | 15:56:21 | 42.5 | 42.5 |
| 42.2 | 15:56:22 | 42.2 | 42.2 |
| 42.3 | 15:56:23 | 42.3 | 42.3 |
| 43.0 | 15:56:24 | 43.0 | 43.0 |
| 43.5 | 15:56:25 | 43.5 | 43.5 |
| 44.0 | 15:56:26 | 44.0 | 44.0 |
| 45.7 | 15:56:27 | 45.7 | 45.7 |
| 47.9 | 15:56:28 | 47.9 | 47.9 |
| 50.5 | 15:56:29 | 50.5 | 50.5 |
| 53.0 | 15:56:30 | 53.0 | 53.0 |
| 53.9 | 15:56:31 | 53.9 | 53.9 |
| 56.6 | 15:56:32 | 56.6 | 56.6 |
| 59.3 | 15:56:33 | 59.3 | 59.3 |
| 60.5 | 15:56:34 | 60.5 | 60.5 |
| 60.0 | 15:56:35 | 60.0 | 60.0 |
| 57.8 | 15:56:36 | 57.8 | 57.8 |
| 54.5 | 15:56:37 | 54.5 | 54.5 |
| 51.7 | 15:56:38 | 51.7 | 51.7 |
| 51.1 | 15:56:39 | 51.1 | 51.1 |
| 52.6 | 15:56:40 | 52.6 | 52.6 |
| 56.1 | 15:56:41 | 56.1 | 56.1 |
| 59.3 | 15:56:42 | 59.3 | 59.3 |
| 61.9 | 15:56:43 | 61.9 | 61.9 |
| 66.1 | 15:56:44 | 66.1 | 66.1 |
| 69.6 | 15:56:45 | 69.6 | 69.6 |
| 69.6 | 15:56:46 | 69.6 | 69.6 |
| 69.3 | 15:56:47 | 69.3 | 69.3 |
| 68.3 | 15:56:48 | 68.3 | 68.3 |
| 67.0 | 15:56:49 | 67.0 | 67.0 |
| 64.7 | 15:56:50 | 64.7 | 64.7 |
| 62.7 | 15:56:51 | 62.7 | 62.7 |
| 62.9 | 15:56:52 | 62.9 | 62.9 |
| 66.2 | 15:56:53 | 66.2 | 66.2 |
| 68.0 | 15:56:54 | 68.0 | 68.0 |
| 67.9 | 15:56:55 | 67.9 | 67.9 |
| 67.0 | 15:56:56 | 67.0 | 67.0 |
| 65.3 | 15:56:57 | 65.3 | 65.3 |
| 62.2 | 15:56:58 | 62.2 | 62.2 |
| 58.9 | 15:56:59 | 58.9 | 58.9 |
| 56.1 | 15:57:00 | 56.1 | 56.1 |
| 53.9 | 15:57:01 | 53.9 | 53.9 |
| 54.7 | 15:57:02 | 54.7 | 54.7 |
| 57.5 | 15:57:03 | 57.5 | 57.5 |
| 60.0 | 15:57:04 | 60.0 | 60.0 |
| 62.9 | 15:57:05 | 62.9 | 62.9 |
| 66.5 | 15:57:06 | 66.5 | 66.5 |
| 67.5 | 15:57:07 | 67.5 | 67.5 |
| 67.8 | 15:57:08 | 67.8 | 67.8 |
| 67.5 | 15:57:09 | 67.5 | 67.5 |
| 65.3 | 15:57:10 | 65.3 | 65.3 |
| 63.1 | 15:57:11 | 63.1 | 63.1 |
| 62.8 | 15:57:12 | 62.8 | 62.8 |
| 62.6 | 15:57:13 | 62.6 | 62.6 |
| 61.5 | 15:57:14 | 61.5 | 61.5 |
| 62.4 | 15:57:15 | 62.4 | 62.4 |
| 62.8 | 15:57:16 | 62.8 | 62.8 |
| 61.8 | 15:57:17 | 61.8 | 61.8 |
| 59.7 | 15:57:18 | 59.7 | 59.7 |
| 59.9 | 15:57:19 | 59.9 | 59.9 |
| 61.9 | 15:57:20 | 61.9 | 61.9 |
| 62.2 | 15:57:21 | 62.2 | 62.2 |
| 61.2 | 15:57:22 | 61.2 | 61.2 |
| 59.6 | 15:57:23 | 59.6 | 59.6 |
| 57.7 | 15:57:24 | 57.7 | 57.7 |
| 57.2 | 15:57:25 | 57.2 | 57.2 |
| 57.3 | 15:57:26 | 57.3 | 57.3 |
| 56.7 | 15:57:27 | 56.7 | 56.7 |
| 54.2 | 15:57:28 | 54.2 | 54.2 |
| 52.3 | 15:57:29 | 52.3 | 52.3 |
| 51.9 | 15:57:30 | 51.9 | 51.9 |
| 54.7 | 15:57:31 | 54.7 | 54.7 |
| 58.0 | 15:57:32 | 58.0 | 58.0 |
| 57.8 | 15:57:33 | 57.8 | 57.8 |
| 55.9 | 15:57:34 | 55.9 | 55.9 |
| 54.2 | 15:57:35 | 54.2 | 54.2 |
| 52.9 | 15:57:36 | 52.9 | 52.9 |
| 52.4 | 15:57:37 | 52.4 | 52.4 |
| 52.3 | 15:57:38 | 52.3 | 52.3 |
| 51.7 | 15:57:39 | 51.7 | 51.7 |
| 51.9 | 15:57:40 | 51.9 | 51.9 |
| 52.5 | 15:57:41 | 52.5 | 52.5 |
| 53.5 | 15:57:42 | 53.5 | 53.5 |
| 54.4 | 15:57:43 | 54.4 | 54.4 |
| 56.4 | 15:57:44 | 56.4 | 56.4 |
| 59.7 | 15:57:45 | 59.7 | 59.7 |
| 60.9 | 15:57:46 | 60.9 | 60.9 |
| 59.7 | 15:57:47 | 59.7 | 59.7 |
| 57.0 | 15:57:48 | 57.0 | 57.0 |
| 54.8 | 15:57:49 | 54.8 | 54.8 |
| 52.7 | 15:57:50 | 52.7 | 52.7 |
| 50.7 | 15:57:51 | 50.7 | 50.7 |
| 49.3 | 15:57:52 | 49.3 | 49.3 |
| 48.9 | 15:57:53 | 48.9 | 48.9 |
| 48.2 | 15:57:54 | 48.2 | 48.2 |
| 47.1 | 15:57:55 | 47.1 | 47.1 |
| 46.9 | 15:57:56 | 46.9 | 46.9 |
| 47.3 | 15:57:57 | 47.3 | 47.3 |
| 50.0 | 15:57:58 | 50.0 | 50.0 |
| 60.9 | 15:57:59 | 60.9 | 60.9 |
| 66.4 | 15:58:00 | 66.4 | 66.4 |
| 65.5 | 15:58:01 | 65.5 | 65.5 |
| 62.3 | 15:58:02 | 62.3 | 62.3 |
| 59.4 | 15:58:03 | 59.4 | 59.4 |
| 57.4 | 15:58:04 | 57.4 | 57.4 |
| 54.5 | 15:58:05 | 54.5 | 54.5 |
| 58.0 | 15:58:06 | 58.0 | 58.0 |
| 58.4 | 15:58:07 | 58.4 | 58.4 |
| 60.3 | 15:58:08 | 60.3 | 60.3 |
| 61.8 | 15:58:09 | 61.8 | 61.8 |
| 62.3 | 15:58:10 | 62.3 | 62.3 |
| 62.7 | 15:58:11 | 62.7 | 62.7 |
| 63.0 | 15:58:12 | 63.0 | 63.0 |
| 65.4 | 15:58:13 | 65.4 | 65.4 |
| 69.3 | 15:58:14 | 69.3 | 69.3 |
| 71.8 | 15:58:15 | 71.8 | 71.8 |
| 71.0 | 15:58:16 | 71.0 | 71.0 |
| 68.6 | 15:58:17 | 68.6 | 68.6 |
| 67.9 | 15:58:18 | 67.9 | 67.9 |
| 67.5 | 15:58:19 | 67.5 | 67.5 |
| 70.8 | 15:58:20 | 70.8 | 70.8 |
| 71.4 | 15:58:21 | 71.4 | 71.4 |

Site 2 - On North Project DW Fence, 55 ft W of Campus Av CL

| SPL | Time | Leq (1 hour Avg.) | Ldn CNEL |
|------|----------|-------------------|----------|
| 46.2 | 16:02:05 | 46.2 | 46.2 |
| 45.7 | 16:02:06 | 45.7 | 45.7 |
| 46.1 | 16:02:07 | 46.1 | 46.1 |
| 52.3 | 16:02:08 | 52.3 | 52.3 |
| 57.1 | 16:02:09 | 57.1 | 57.1 |
| 64.2 | 16:02:10 | 64.2 | 64.2 |
| 69.2 | 16:02:11 | 69.2 | 69.2 |
| 69.3 | 16:02:12 | 69.3 | 69.3 |
| 67.7 | 16:02:13 | 67.7 | 67.7 |
| 70.1 | 16:02:14 | 70.1 | 70.1 |
| 68.3 | 16:02:15 | 68.3 | 68.3 |
| 66.9 | 16:02:16 | 66.9 | 66.9 |
| 67.1 | 16:02:17 | 67.1 | 67.1 |
| 69.1 | 16:02:18 | 69.1 | 69.1 |
| 68.4 | 16:02:19 | 68.4 | 68.4 |
| 67.3 | 16:02:20 | 67.3 | 67.3 |
| 70.5 | 16:02:21 | 70.5 | 70.5 |
| 68.3 | 16:02:22 | 68.3 | 68.3 |
| 65.2 | 16:02:23 | 65.2 | 65.2 |
| 63.7 | 16:02:24 | 63.7 | 63.7 |
| 65.3 | 16:02:25 | 65.3 | 65.3 |
| 67.4 | 16:02:26 | 67.4 | 67.4 |
| 69.9 | 16:02:27 | 69.9 | 69.9 |
| 71.2 | 16:02:28 | 71.2 | 71.2 |
| 70.8 | 16:02:29 | 70.8 | 70.8 |
| 68.0 | 16:02:30 | 68.0 | 68.0 |
| 64.6 | 16:02:31 | 64.6 | 64.6 |
| 61.2 | 16:02:32 | 61.2 | 61.2 |
| 58.5 | 16:02:33 | 58.5 | 58.5 |
| 56.2 | 16:02:34 | 56.2 | 56.2 |
| 54.4 | 16:02:35 | 54.4 | 54.4 |
| 53.3 | 16:02:36 | 53.3 | 53.3 |
| 53.2 | 16:02:37 | 53.2 | 53.2 |
| 55.0 | 16:02:38 | 55.0 | 55.0 |
| 59.4 | 16:02:39 | 59.4 | 59.4 |
| 65.3 | 16:02:40 | 65.3 | 65.3 |
| 67.2 | 16:02:41 | 67.2 | 67.2 |
| 65.2 | 16:02:42 | 65.2 | 65.2 |
| 69.1 | 16:02:43 | 69.1 | 69.1 |
| 66.9 | 16:02:44 | 66.9 | 66.9 |
| 63.5 | 16:02:45 | 63.5 | 63.5 |
| 59.8 | 16:02:46 | 59.8 | 59.8 |
| 56.3 | 16:02:47 | 56.3 | 56.3 |
| 53.9 | 16:02:48 | 53.9 | 53.9 |
| 53.5 | 16:02:49 | 53.5 | 53.5 |
| 56.6 | 16:02:50 | 56.6 | 56.6 |
| 60.7 | 16:02:51 | 60.7 | 60.7 |
| 65.9 | 16:02:52 | 65.9 | 65.9 |
| 71.2 | 16:02:53 | 71.2 | 71.2 |
| 69.7 | 16:02:54 | 69.7 | 69.7 |
| 67.5 | 16:02:55 | 67.5 | 67.5 |
| 67.0 | 16:02:56 | 67.0 | 67.0 |
| 66.7 | 16:02:57 | 66.7 | 66.7 |
| 65.8 | 16:02:58 | 65.8 | 65.8 |
| 63.9 | 16:02:59 | 63.9 | 63.9 |
| 61.1 | 16:03:00 | 61.1 | 61.1 |
| 58.6 | 16:03:01 | 58.6 | 58.6 |
| 56.7 | 16:03:02 | 56.7 | 56.7 |
| 56.5 | 16:03:03 | 56.5 | 56.5 |
| 59.1 | 16:03:04 | 59.1 | 59.1 |
| 69.0 | 16:03:05 | 69.0 | 69.0 |
| 68.9 | 16:03:06 | 68.9 | 68.9 |
| 66.1 | 16:03:07 | 66.1 | 66.1 |
| 65.8 | 16:03:08 | 65.8 | 65.8 |
| 70.4 | 16:03:09 | 70.4 | 70.4 |
| 69.0 | 16:03:10 | 69.0 | 69.0 |
| 63.8 | 16:03:11 | 63.8 | 63.8 |
| 61.0 | 16:03:12 | 61.0 | 61.0 |
| 58.3 | 16:03:13 | 58.3 | 58.3 |
| 57.7 | 16:03:14 | 57.7 | 57.7 |
| 61.3 | 16:03:15 | 61.3 | 61.3 |
| 64.1 | 16:03:16 | 64.1 | 64.1 |
| 66.9 | 16:03:17 | 66.9 | 66.9 |
| 67.4 | 16:03:18 | 67.4 | 67.4 |
| 64.7 | 16:03:19 | 64.7 | 64.7 |
| 61.2 | 16:03:20 | 61.2 | 61.2 |
| 57.7 | 16:03:21 | 57.7 | 57.7 |
| 55.4 | 16:03:22 | 55.4 | 55.4 |
| 54.7 | 16:03:23 | 54.7 | 54.7 |
| 54.8 | 16:03:24 | 54.8 | 54.8 |
| 56.2 | 16:03:25 | 56.2 | 56.2 |
| 59.4 | 16:03:26 | 59.4 | 59.4 |
| 62.0 | 16:03:27 | 62.0 | 62.0 |
| 62.7 | 16:03:28 | 62.7 | 62.7 |
| 60.5 | 16:03:29 | 60.5 | 60.5 |
| 57.5 | 16:03:30 | 57.5 | 57.5 |
| 54.8 | 16:03:31 | 54.8 | 54.8 |
| 53.0 | 16:03:32 | 53.0 | 53.0 |
| 52.4 | 16:03:33 | 52.4 | 52.4 |
| 54.3 | 16:03:34 | 54.3 | 54.3 |
| 57.8 | 16:03:35 | 57.8 | 57.8 |
| 59.8 | 16:03:36 | 59.8 | 59.8 |
| 62.9 | 16:03:37 | 62.9 | 62.9 |
| 65.2 | 16:03:38 | 65.2 | 65.2 |
| 66.3 | 16:03:39 | 66.3 | 66.3 |
| 66.3 | 16:03:40 | 66.3 | 66.3 |
| 65.4 | 16:03:41 | 65.4 | 65.4 |
| 63.0 | 16:03:42 | 63.0 | 63.0 |
| 59.6 | 16:03:43 | 59.6 | 59.6 |
| 58.2 | 16:03:44 | 58.2 | 58.2 |
| 54.4 | 16:03:45 | 54.4 | 54.4 |
| 53.2 | 16:03:46 | 53.2 | 53.2 |
| 52.8 | 16:03:47 | 52.8 | 52.8 |
| 54.9 | 16:03:48 | 54.9 | 54.9 |
| 58.1 | 16:03:49 | 58.1 | 58.1 |
| 62.9 | 16:03:50 | 62.9 | 62.9 |
| 66.1 | 16:03:51 | | |

Site 1 - South Side of St Andrews St 85 ft W of Campus Ave CL

| SPL | Time | Leq (1 hour Avg.) | Ldn CNEL |
|------|----------|-------------------|----------|
| 69.1 | 15:58:22 | 69.1 | 69.1 |
| 66.7 | 15:58:23 | 66.7 | 66.7 |
| 66.2 | 15:58:24 | 66.2 | 66.2 |
| 65.9 | 15:58:25 | 65.9 | 65.9 |
| 65.6 | 15:58:26 | 65.6 | 65.6 |
| 66.7 | 15:58:27 | 66.7 | 66.7 |
| 66.7 | 15:58:28 | 66.7 | 66.7 |
| 63.9 | 15:58:29 | 63.9 | 63.9 |
| 60.0 | 15:58:30 | 60.0 | 60.0 |
| 56.2 | 15:58:31 | 56.2 | 56.2 |
| 52.8 | 15:58:32 | 52.8 | 52.8 |
| 51.0 | 15:58:33 | 51.0 | 51.0 |
| 52.8 | 15:58:34 | 52.8 | 52.8 |
| 54.4 | 15:58:35 | 54.4 | 54.4 |
| 56.6 | 15:58:36 | 56.6 | 56.6 |
| 60.6 | 15:58:37 | 60.6 | 60.6 |
| 62.1 | 15:58:38 | 62.1 | 62.1 |
| 60.9 | 15:58:39 | 60.9 | 60.9 |
| 59.4 | 15:58:40 | 59.4 | 59.4 |
| 61.1 | 15:58:41 | 61.1 | 61.1 |
| 66.2 | 15:58:42 | 66.2 | 66.2 |
| 71.5 | 15:58:43 | 71.5 | 71.5 |
| 71.8 | 15:58:44 | 71.8 | 71.8 |
| 68.1 | 15:58:45 | 68.1 | 68.1 |
| 65.8 | 15:58:46 | 65.8 | 65.8 |
| 62.3 | 15:58:47 | 62.3 | 62.3 |
| 58.5 | 15:58:48 | 58.5 | 58.5 |
| 54.2 | 15:58:49 | 54.2 | 54.2 |
| 51.6 | 15:58:50 | 51.6 | 51.6 |
| 48.5 | 15:58:51 | 48.5 | 48.5 |
| 46.3 | 15:58:52 | 46.3 | 46.3 |
| 45.4 | 15:58:53 | 45.4 | 45.4 |
| 45.7 | 15:58:54 | 45.7 | 45.7 |
| 52.5 | 15:58:55 | 52.5 | 52.5 |
| 61.6 | 15:58:56 | 61.6 | 61.6 |
| 64.9 | 15:58:57 | 64.9 | 64.9 |
| 64.3 | 15:58:58 | 64.3 | 64.3 |
| 61.4 | 15:58:59 | 61.4 | 61.4 |
| 58.2 | 15:59:00 | 58.2 | 58.2 |
| 55.1 | 15:59:01 | 55.1 | 55.1 |
| 51.8 | 15:59:02 | 51.8 | 51.8 |
| 48.7 | 15:59:03 | 48.7 | 48.7 |
| 46.0 | 15:59:04 | 46.0 | 46.0 |
| 44.2 | 15:59:05 | 44.2 | 44.2 |
| 43.1 | 15:59:06 | 43.1 | 43.1 |
| 42.3 | 15:59:07 | 42.3 | 42.3 |
| 42.5 | 15:59:08 | 42.5 | 42.5 |
| 42.7 | 15:59:09 | 42.7 | 42.7 |
| 43.1 | 15:59:10 | 43.1 | 43.1 |
| 43.7 | 15:59:11 | 43.7 | 43.7 |
| 45.8 | 15:59:12 | 45.8 | 45.8 |
| 56.8 | 15:59:13 | 56.8 | 56.8 |
| 64.2 | 15:59:14 | 64.2 | 64.2 |
| 65.1 | 15:59:15 | 65.1 | 65.1 |
| 62.9 | 15:59:16 | 62.9 | 62.9 |
| 59.6 | 15:59:17 | 59.6 | 59.6 |
| 56.4 | 15:59:18 | 56.4 | 56.4 |
| 53.0 | 15:59:19 | 53.0 | 53.0 |
| 50.2 | 15:59:20 | 50.2 | 50.2 |
| 49.2 | 15:59:21 | 49.2 | 49.2 |
| 54.4 | 15:59:22 | 54.4 | 54.4 |
| 60.6 | 15:59:23 | 60.6 | 60.6 |
| 64.3 | 15:59:24 | 64.3 | 64.3 |
| 65.0 | 15:59:25 | 65.0 | 65.0 |
| 63.9 | 15:59:26 | 63.9 | 63.9 |
| 61.9 | 15:59:27 | 61.9 | 61.9 |
| 63.3 | 15:59:28 | 63.3 | 63.3 |
| 64.3 | 15:59:29 | 64.3 | 64.3 |
| 63.8 | 15:59:30 | 63.8 | 63.8 |
| 62.9 | 15:59:31 | 62.9 | 62.9 |
| 60.6 | 15:59:32 | 60.6 | 60.6 |
| 57.1 | 15:59:33 | 57.1 | 57.1 |
| 53.5 | 15:59:34 | 53.5 | 53.5 |
| 50.1 | 15:59:35 | 50.1 | 50.1 |
| 47.4 | 15:59:36 | 47.4 | 47.4 |
| 45.2 | 15:59:37 | 45.2 | 45.2 |
| 43.5 | 15:59:38 | 43.5 | 43.5 |
| 42.4 | 15:59:39 | 42.4 | 42.4 |
| 41.7 | 15:59:40 | 41.7 | 41.7 |
| 41.6 | 15:59:41 | 41.6 | 41.6 |
| 42.6 | 15:59:42 | 42.6 | 42.6 |
| 45.4 | 15:59:43 | 45.4 | 45.4 |
| 49.1 | 15:59:44 | 49.1 | 49.1 |
| 51.5 | 15:59:45 | 51.5 | 51.5 |
| 52.8 | 15:59:46 | 52.8 | 52.8 |
| 57.0 | 15:59:47 | 57.0 | 57.0 |
| 59.8 | 15:59:48 | 59.8 | 59.8 |
| 59.8 | 15:59:49 | 59.8 | 59.8 |
| 57.6 | 15:59:50 | 57.6 | 57.6 |
| 54.2 | 15:59:51 | 54.2 | 54.2 |
| 50.9 | 15:59:52 | 50.9 | 50.9 |
| 47.4 | 15:59:53 | 47.4 | 47.4 |
| 44.9 | 15:59:54 | 44.9 | 44.9 |
| 43.3 | 15:59:55 | 43.3 | 43.3 |
| 42.2 | 15:59:56 | 42.2 | 42.2 |
| 43.5 | 15:59:57 | 43.5 | 43.5 |
| 44.4 | 15:59:58 | 44.4 | 44.4 |
| 45.0 | 15:59:59 | 45.0 | 45.0 |
| 45.6 | 16:00:00 | 45.6 | 45.6 |
| 46.8 | 16:00:01 | 46.8 | 46.8 |
| 47.4 | 16:00:02 | 47.4 | 47.4 |
| 48.5 | 16:00:03 | 48.5 | 48.5 |
| 49.3 | 16:00:04 | 49.3 | 49.3 |
| 49.5 | 16:00:05 | 49.5 | 49.5 |
| 64.6 | 16:00:06 | 64.6 | 64.6 |
| 68.3 | 16:00:07 | 68.3 | 68.3 |
| 68.1 | 16:00:08 | 68.1 | 68.1 |
| 65.3 | 16:00:09 | 65.3 | 65.3 |
| 61.9 | 16:00:10 | 61.9 | 61.9 |
| 59.0 | 16:00:11 | 59.0 | 59.0 |
| 61.6 | 16:00:12 | 61.6 | 61.6 |
| 68.2 | 16:00:13 | 68.2 | 68.2 |
| 69.4 | 16:00:14 | 69.4 | 69.4 |
| 67.1 | 16:00:15 | 67.1 | 67.1 |
| 63.6 | 16:00:16 | 63.6 | 63.6 |
| 60.0 | 16:00:17 | 60.0 | 60.0 |
| 56.7 | 16:00:18 | 56.7 | 56.7 |
| 57.9 | 16:00:19 | 57.9 | 57.9 |
| 64.6 | 16:00:20 | 64.6 | 64.6 |
| 67.1 | 16:00:21 | 67.1 | 67.1 |
| 67.8 | 16:00:22 | 67.8 | 67.8 |
| 67.8 | 16:00:23 | 67.8 | 67.8 |
| 67.6 | 16:00:24 | 67.6 | 67.6 |
| 66.9 | 16:00:25 | 66.9 | 66.9 |
| 66.8 | 16:00:26 | 66.8 | 66.8 |
| 68.4 | 16:00:27 | 68.4 | 68.4 |
| 68.3 | 16:00:28 | 68.3 | 68.3 |
| 67.4 | 16:00:29 | 67.4 | 67.4 |
| 66.3 | 16:00:30 | 66.3 | 66.3 |
| 68.1 | 16:00:31 | 68.1 | 68.1 |
| 68.4 | 16:00:32 | 68.4 | 68.4 |
| 66.8 | 16:00:33 | 66.8 | 66.8 |
| 66.6 | 16:00:34 | 66.6 | 66.6 |
| 67.0 | 16:00:35 | 67.0 | 67.0 |
| 67.0 | 16:00:36 | 67.0 | 67.0 |
| 66.0 | 16:00:37 | 66.0 | 66.0 |
| 64.9 | 16:00:38 | 64.9 | 64.9 |
| 63.6 | 16:00:39 | 63.6 | 63.6 |
| 62.7 | 16:00:40 | 62.7 | 62.7 |
| 61.4 | 16:00:41 | 61.4 | 61.4 |
| 60.3 | 16:00:42 | 60.3 | 60.3 |
| 60.8 | 16:00:43 | 60.8 | 60.8 |
| 62.5 | 16:00:44 | 62.5 | 62.5 |
| 66.3 | 16:00:45 | 66.3 | 66.3 |
| 71.7 | 16:00:46 | 71.7 | 71.7 |
| 72.2 | 16:00:47 | 72.2 | 72.2 |
| 70.6 | 16:00:48 | 70.6 | 70.6 |
| 69.0 | 16:00:49 | 69.0 | 69.0 |
| 67.8 | 16:00:50 | 67.8 | 67.8 |
| 67.1 | 16:00:51 | 67.1 | 67.1 |
| 66.5 | 16:00:52 | 66.5 | 66.5 |
| 66.3 | 16:00:53 | 66.3 | 66.3 |
| 66.2 | 16:00:54 | 66.2 | 66.2 |
| 66.1 | 16:00:55 | 66.1 | 66.1 |
| 65.9 | 16:00:56 | 65.9 | 65.9 |
| 65.9 | 16:00:57 | 65.9 | 65.9 |
| 66.0 | 16:00:58 | 66.0 | 66.0 |
| 65.9 | 16:00:59 | 65.9 | 65.9 |
| 65.9 | 16:01:00 | 65.9 | 65.9 |
| 66.1 | 16:01:01 | 66.1 | 66.1 |
| 66.1 | 16:01:02 | 66.1 | 66.1 |
| 66.1 | 16:01:03 | 66.1 | 66.1 |

Site 2 - On North Project DW Fence, 55 ft W of Campus Av CL

| SPL | Time | Leq (1 hour Avg.) | Ldn CNEL |
|------|----------|-------------------|----------|
| 45.0 | 16:04:47 | 45.0 | 45.0 |
| 46.4 | 16:04:48 | 46.4 | 46.4 |
| 46.1 | 16:04:49 | 46.1 | 46.1 |
| 51.5 | 16:04:50 | 51.5 | 51.5 |
| 56.5 | 16:04:51 | 56.5 | 56.5 |
| 66.2 | 16:04:52 | 66.2 | 66.2 |
| 66.7 | 16:04:53 | 66.7 | 66.7 |
| 63.0 | 16:04:54 | 63.0 | 63.0 |
| 62.5 | 16:04:55 | 62.5 | 62.5 |
| 64.3 | 16:04:56 | 64.3 | 64.3 |
| 69.2 | 16:04:57 | 69.2 | 69.2 |
| 69.2 | 16:04:58 | 69.2 | 69.2 |
| 66.9 | 16:04:59 | 66.9 | 66.9 |
| 66.0 | 16:05:00 | 66.0 | 66.0 |
| 66.2 | 16:05:01 | 66.2 | 66.2 |
| 66.2 | 16:05:02 | 66.2 | 66.2 |
| 66.2 | 16:05:03 | 66.2 | 66.2 |
| 67.9 | 16:05:04 | 67.9 | 67.9 |
| 68.3 | 16:05:05 | 68.3 | 68.3 |
| 67.9 | 16:05:06 | 67.9 | 67.9 |
| 67.5 | 16:05:07 | 67.5 | 67.5 |
| 68.8 | 16:05:08 | 68.8 | 68.8 |
| 69.5 | 16:05:09 | 69.5 | 69.5 |
| 68.7 | 16:05:10 | 68.7 | 68.7 |
| 65.6 | 16:05:11 | 65.6 | 65.6 |
| 66.6 | 16:05:12 | 66.6 | 66.6 |
| 67.2 | 16:05:13 | 67.2 | 67.2 |
| 66.1 | 16:05:14 | 66.1 | 66.1 |
| 66.0 | 16:05:15 | 66.0 | 66.0 |
| 64.6 | 16:05:16 | 64.6 | 64.6 |
| 61.7 | 16:05:17 | 61.7 | 61.7 |
| 58.5 | 16:05:18 | 58.5 | 58.5 |
| 58.9 | 16:05:19 | 58.9 | 58.9 |
| 61.0 | 16:05:20 | 61.0 | 61.0 |
| 63.6 | 16:05:21 | 63.6 | 63.6 |
| 65.0 | 16:05:22 | 65.0 | 65.0 |
| 63.0 | 16:05:23 | 63.0 | 63.0 |
| 59.5 | 16:05:24 | 59.5 | 59.5 |
| 56.0 | 16:05:25 | 56.0 | 56.0 |
| 53.0 | 16:05:26 | 53.0 | 53.0 |
| 50.2 | 16:05:27 | 50.2 | 50.2 |
| 48.3 | 16:05:28 | 48.3 | 48.3 |
| 46.8 | 16:05:29 | 46.8 | 46.8 |
| 46.2 | 16:05:30 | 46.2 | 46.2 |
| 45.2 | 16:05:31 | 45.2 | 45.2 |
| 44.3 | 16:05:32 | 44.3 | 44.3 |
| 43.4 | 16:05:33 | 43.4 | 43.4 |
| 43.5 | 16:05:34 | 43.5 | 43.5 |
| 43.8 | 16:05:35 | 43.8 | 43.8 |
| 43.7 | 16:05:36 | 43.7 | 43.7 |
| 43.2 | 16:05:37 | 43.2 | 43.2 |
| 42.8 | 16:05:38 | 42.8 | 42.8 |
| 42.7 | 16:05:39 | 42.7 | 42.7 |
| 42.0 | 16:05:40 | 42.0 | 42.0 |
| 42.0 | 16:05:41 | 42.0 | 42.0 |
| 42.2 | 16:05:42 | 42.2 | 42.2 |
| 42.7 | 16:05:43 | 42.7 | 42.7 |
| 43.0 | 16:05:44 | 43.0 | 43.0 |
| 43.6 | 16:05:45 | 43.6 | 43.6 |
| 44.9 | 16:05:46 | 44.9 | 44.9 |
| 46.4 | 16:05:47 | 46.4 | 46.4 |
| 48.4 | 16:05:48 | 48.4 | 48.4 |
| 51.5 | 16:05:49 | 51.5 | 51.5 |
| 55.8 | 16:05:50 | 55.8 | 55.8 |
| 60.0 | 16:05:51 | 60.0 | 60.0 |
| 63.7 | 16:05:52 | 63.7 | 63.7 |
| 66.6 | 16:05:53 | 66.6 | 66.6 |
| 67.8 | 16:05:54 | 67.8 | 67.8 |
| 66.6 | 16:05:55 | 66.6 | 66.6 |
| 64.9 | 16:05:56 | 64.9 | 64.9 |
| 68.5 | 16:05:57 | 68.5 | 68.5 |
| 69.0 | 16:05:58 | 69.0 | 69.0 |
| 67.7 | 16:05:59 | 67.7 | 67.7 |
| 68.4 | 16:06:00 | 68.4 | 68.4 |
| 70.3 | 16:06:01 | 70.3 | 70.3 |
| 70.5 | 16:06:02 | 70.5 | 70.5 |
| 70.7 | 16:06:03 | 70.7 | 70.7 |
| 70.1 | 16:06:04 | 70.1 | 70.1 |
| 69.0 | 16:06:05 | 69.0 | 69.0 |
| 69.0 | 16:06:06 | 69.0 | 69.0 |
| 64.5 | 16:06:07 | 64.5 | 64.5 |
| 62.3 | 16:06:08 | 62.3 | 62.3 |
| 67.1 | 16:06:09 | 67.1 | 67.1 |
| 68.6 | 16:06:10 | 68.6 | 68.6 |
| 66.8 | 16:06:11 | 66.8 | 66.8 |
| 65.1 | 16:06:12 | 65.1 | 65.1 |
| 63.9 | 16:06:13 | 63.9 | 63.9 |
| 62.6 | 16:06:14 | 62.6 | 62.6 |
| 62.0 | 16:06:15 | 62.0 | 62.0 |
| 63.9 | 16:06:16 | 63.9 | 63.9 |
| 65.6 | 16:06:17 | 65.6 | 65.6 |
| 65.7 | 16:06:18 | 65.7 | 65.7 |
| 64.9 | 16:06:19 | 64.9 | 64.9 |
| 67.6 | 16:06:20 | 67.6 | 67.6 |
| 65.8 | 16:06:21 | 65.8 | 65.8 |
| 70.9 | 16:06:22 | 70.9 | 70.9 |
| 71.0 | 16:06:23 | 71.0 | 71.0 |
| 70.6 | 16:06:24 | 70.6 | 70.6 |
| 68.1 | 16:06:25 | 68.1 | 68.1 |
| 65.0 | 16:06:26 | 65.0 | 65.0 |
| 63.7 | 16:06:27 | 63.7 | 63.7 |
| 65.5 | 16:06:28 | 65.5 | 65.5 |
| 69.4 | 16:06:29 | 69.4 | 69.4 |
| 72.4 | 16:06:30 | 72.4 | 72.4 |
| 71.4 | 16:06:31 | 71.4 | 71.4 |
| 68.9 | 16:06:32 | 68.9 | 68.9 |
| 66.7 | 16:06:33 | | |

Site 1 - South Side of St Andrews St 85 ft W of Campus Ave CL

| SPL | Time | Leq (1 hour Avg.) | Ldn CNEL |
|------|----------|-------------------|----------|
| 66.3 | 16:01:04 | 66.3 | 66.3 |
| 66.8 | 16:01:05 | 66.8 | 66.8 |
| 68.2 | 16:01:06 | 68.2 | 68.2 |
| 69.3 | 16:01:07 | 69.3 | 69.3 |
| 68.8 | 16:01:08 | 68.8 | 68.8 |
| 68.1 | 16:01:09 | 68.1 | 68.1 |
| 67.7 | 16:01:10 | 67.7 | 67.7 |
| 67.7 | 16:01:11 | 67.7 | 67.7 |
| 69.3 | 16:01:12 | 69.3 | 69.3 |
| 70.6 | 16:01:13 | 70.6 | 70.6 |
| 69.3 | 16:01:14 | 69.3 | 69.3 |
| 67.9 | 16:01:15 | 67.9 | 67.9 |
| 67.3 | 16:01:16 | 67.3 | 67.3 |
| 66.9 | 16:01:17 | 66.9 | 66.9 |
| 66.6 | 16:01:18 | 66.6 | 66.6 |
| 66.3 | 16:01:19 | 66.3 | 66.3 |
| 66.1 | 16:01:20 | 66.1 | 66.1 |
| 65.9 | 16:01:21 | 65.9 | 65.9 |
| 65.9 | 16:01:22 | 65.9 | 65.9 |
| 65.9 | 16:01:23 | 65.9 | 65.9 |
| 66.1 | 16:01:24 | 66.1 | 66.1 |
| 67.4 | 16:01:25 | 67.4 | 67.4 |
| 71.4 | 16:01:26 | 71.4 | 71.4 |
| 71.1 | 16:01:27 | 71.1 | 71.1 |
| 69.0 | 16:01:28 | 69.0 | 69.0 |
| 67.5 | 16:01:29 | 67.5 | 67.5 |
| 66.8 | 16:01:30 | 66.8 | 66.8 |
| 67.5 | 16:01:31 | 67.5 | 67.5 |
| 68.3 | 16:01:32 | 68.3 | 68.3 |
| 68.3 | 16:01:33 | 68.3 | 68.3 |
| 67.1 | 16:01:34 | 67.1 | 67.1 |
| 66.0 | 16:01:35 | 66.0 | 66.0 |
| 66.0 | 16:01:36 | 66.0 | 66.0 |
| 65.9 | 16:01:37 | 65.9 | 65.9 |
| 66.0 | 16:01:38 | 66.0 | 66.0 |
| 65.9 | 16:01:39 | 65.9 | 65.9 |
| 65.9 | 16:01:40 | 65.9 | 65.9 |
| 65.8 | 16:01:41 | 65.8 | 65.8 |
| 65.9 | 16:01:42 | 65.9 | 65.9 |
| 65.8 | 16:01:43 | 65.8 | 65.8 |
| 65.9 | 16:01:44 | 65.9 | 65.9 |
| 66.0 | 16:01:45 | 66.0 | 66.0 |
| 66.2 | 16:01:46 | 66.2 | 66.2 |
| 67.2 | 16:01:47 | 67.2 | 67.2 |
| 68.4 | 16:01:48 | 68.4 | 68.4 |
| 67.8 | 16:01:49 | 67.8 | 67.8 |
| 67.9 | 16:01:50 | 67.9 | 67.9 |
| 68.0 | 16:01:51 | 68.0 | 68.0 |
| 69.3 | 16:01:52 | 69.3 | 69.3 |
| 69.5 | 16:01:53 | 69.5 | 69.5 |
| 69.1 | 16:01:54 | 69.1 | 69.1 |
| 69.5 | 16:01:55 | 69.5 | 69.5 |
| 70.0 | 16:01:56 | 70.0 | 70.0 |
| 69.0 | 16:01:57 | 69.0 | 69.0 |
| 68.1 | 16:01:58 | 68.1 | 68.1 |
| 67.6 | 16:01:59 | 67.6 | 67.6 |
| 67.5 | 16:02:00 | 67.5 | 67.5 |
| 67.6 | 16:02:01 | 67.6 | 67.6 |
| 67.8 | 16:02:02 | 67.8 | 67.8 |
| 67.5 | 16:02:03 | 67.5 | 67.5 |
| 67.1 | 16:02:04 | 67.1 | 67.1 |
| 67.0 | 16:02:05 | 67.0 | 67.0 |
| 66.9 | 16:02:06 | 66.9 | 66.9 |
| 67.0 | 16:02:07 | 67.0 | 67.0 |
| 67.5 | 16:02:08 | 67.5 | 67.5 |
| 68.6 | 16:02:09 | 68.6 | 68.6 |
| 70.1 | 16:02:10 | 70.1 | 70.1 |
| 70.4 | 16:02:11 | 70.4 | 70.4 |
| 70.0 | 16:02:12 | 70.0 | 70.0 |
| 69.4 | 16:02:13 | 69.4 | 69.4 |
| 69.5 | 16:02:14 | 69.5 | 69.5 |
| 69.3 | 16:02:15 | 69.3 | 69.3 |
| 68.5 | 16:02:16 | 68.5 | 68.5 |
| 69.3 | 16:02:17 | 69.3 | 69.3 |
| 69.0 | 16:02:18 | 69.0 | 69.0 |
| 67.9 | 16:02:19 | 67.9 | 67.9 |
| 67.1 | 16:02:20 | 67.1 | 67.1 |
| 66.5 | 16:02:21 | 66.5 | 66.5 |
| 66.3 | 16:02:22 | 66.3 | 66.3 |
| 66.2 | 16:02:23 | 66.2 | 66.2 |
| 66.2 | 16:02:24 | 66.2 | 66.2 |
| 66.3 | 16:02:25 | 66.3 | 66.3 |
| 68.0 | 16:02:26 | 68.0 | 68.0 |
| 69.3 | 16:02:27 | 69.3 | 69.3 |
| 68.9 | 16:02:28 | 68.9 | 68.9 |
| 67.8 | 16:02:29 | 67.8 | 67.8 |
| 67.3 | 16:02:30 | 67.3 | 67.3 |
| 66.8 | 16:02:31 | 66.8 | 66.8 |
| 66.7 | 16:02:32 | 66.7 | 66.7 |
| 67.1 | 16:02:33 | 67.1 | 67.1 |
| 67.8 | 16:02:34 | 67.8 | 67.8 |
| 68.1 | 16:02:35 | 68.1 | 68.1 |
| 67.8 | 16:02:36 | 67.8 | 67.8 |
| 67.4 | 16:02:37 | 67.4 | 67.4 |
| 67.7 | 16:02:38 | 67.7 | 67.7 |
| 69.4 | 16:02:39 | 69.4 | 69.4 |
| 69.7 | 16:02:40 | 69.7 | 69.7 |
| 69.0 | 16:02:41 | 69.0 | 69.0 |
| 69.2 | 16:02:42 | 69.2 | 69.2 |
| 70.4 | 16:02:43 | 70.4 | 70.4 |
| 69.8 | 16:02:44 | 69.8 | 69.8 |
| 68.3 | 16:02:45 | 68.3 | 68.3 |
| 67.3 | 16:02:46 | 67.3 | 67.3 |
| 66.6 | 16:02:47 | 66.6 | 66.6 |
| 66.2 | 16:02:48 | 66.2 | 66.2 |
| 66.0 | 16:02:49 | 66.0 | 66.0 |
| 65.9 | 16:02:50 | 65.9 | 65.9 |
| 65.9 | 16:02:51 | 65.9 | 65.9 |
| 66.0 | 16:02:52 | 66.0 | 66.0 |
| 66.0 | 16:02:53 | 66.0 | 66.0 |
| 66.1 | 16:02:54 | 66.1 | 66.1 |
| 66.3 | 16:02:55 | 66.3 | 66.3 |
| 66.4 | 16:02:56 | 66.4 | 66.4 |
| 66.6 | 16:02:57 | 66.6 | 66.6 |
| 66.9 | 16:02:58 | 66.9 | 66.9 |
| 68.1 | 16:02:59 | 68.1 | 68.1 |
| 68.9 | 16:03:00 | 68.9 | 68.9 |
| 68.8 | 16:03:01 | 68.8 | 68.8 |
| 68.0 | 16:03:02 | 68.0 | 68.0 |
| 67.0 | 16:03:03 | 67.0 | 67.0 |
| 66.6 | 16:03:04 | 66.6 | 66.6 |
| 66.4 | 16:03:05 | 66.4 | 66.4 |
| 66.3 | 16:03:06 | 66.3 | 66.3 |
| 66.3 | 16:03:07 | 66.3 | 66.3 |
| 66.3 | 16:03:08 | 66.3 | 66.3 |
| 66.6 | 16:03:09 | 66.6 | 66.6 |
| 67.1 | 16:03:10 | 67.1 | 67.1 |
| 67.0 | 16:03:11 | 67.0 | 67.0 |
| 66.6 | 16:03:12 | 66.6 | 66.6 |
| 66.2 | 16:03:13 | 66.2 | 66.2 |
| 66.2 | 16:03:14 | 66.2 | 66.2 |
| 66.1 | 16:03:15 | 66.1 | 66.1 |
| 66.1 | 16:03:16 | 66.1 | 66.1 |
| 66.2 | 16:03:17 | 66.2 | 66.2 |
| 66.3 | 16:03:18 | 66.3 | 66.3 |
| 66.5 | 16:03:19 | 66.5 | 66.5 |
| 66.9 | 16:03:20 | 66.9 | 66.9 |
| 67.7 | 16:03:21 | 67.7 | 67.7 |
| 68.0 | 16:03:22 | 68.0 | 68.0 |
| 67.6 | 16:03:23 | 67.6 | 67.6 |
| 67.1 | 16:03:24 | 67.1 | 67.1 |
| 66.6 | 16:03:25 | 66.6 | 66.6 |
| 66.3 | 16:03:26 | 66.3 | 66.3 |
| 66.2 | 16:03:27 | 66.2 | 66.2 |
| 66.1 | 16:03:28 | 66.1 | 66.1 |
| 66.1 | 16:03:29 | 66.1 | 66.1 |
| 66.6 | 16:03:30 | 66.6 | 66.6 |
| 67.0 | 16:03:31 | 67.0 | 67.0 |
| 67.1 | 16:03:32 | 67.1 | 67.1 |
| 66.9 | 16:03:33 | 66.9 | 66.9 |
| 66.5 | 16:03:34 | 66.5 | 66.5 |
| 66.3 | 16:03:35 | 66.3 | 66.3 |
| 66.1 | 16:03:36 | 66.1 | 66.1 |
| 66.2 | 16:03:37 | 66.2 | 66.2 |
| 66.4 | 16:03:38 | 66.4 | 66.4 |
| 66.5 | 16:03:39 | 66.5 | 66.5 |
| 66.3 | 16:03:40 | 66.3 | 66.3 |
| 66.1 | 16:03:41 | 66.1 | 66.1 |
| 66.1 | 16:03:42 | 66.1 | 66.1 |
| 70.0 | 16:03:43 | 70.0 | 70.0 |
| 69.5 | 16:03:44 | 69.5 | 69.5 |
| 68.5 | 16:03:45 | 68.5 | 68.5 |

Site 2 - On North Project DW Fence, 55 ft W of Campus Ave CL

| SPL | Time | Leq (1 hour Avg.) | Ldn CNEL |
|------|----------|-------------------|----------|
| 65.4 | 16:07:29 | 65.4 | 65.4 |
| 67.4 | 16:07:30 | 67.4 | 67.4 |
| 68.2 | 16:07:31 | 68.2 | 68.2 |
| 65.8 | 16:07:32 | 65.8 | 65.8 |
| 62.4 | 16:07:33 | 62.4 | 62.4 |
| 59.3 | 16:07:34 | 59.3 | 59.3 |
| 56.3 | 16:07:35 | 56.3 | 56.3 |
| 53.9 | 16:07:36 | 53.9 | 53.9 |
| 52.0 | 16:07:37 | 52.0 | 52.0 |
| 51.1 | 16:07:38 | 51.1 | 51.1 |
| 51.3 | 16:07:39 | 51.3 | 51.3 |
| 53.2 | 16:07:40 | 53.2 | 53.2 |
| 56.7 | 16:07:41 | 56.7 | 56.7 |
| 64.6 | 16:07:42 | 64.6 | 64.6 |
| 67.0 | 16:07:43 | 67.0 | 67.0 |
| 64.5 | 16:07:44 | 64.5 | 64.5 |
| 62.2 | 16:07:45 | 62.2 | 62.2 |
| 63.5 | 16:07:46 | 63.5 | 63.5 |
| 65.4 | 16:07:47 | 65.4 | 65.4 |
| 65.9 | 16:07:48 | 65.9 | 65.9 |
| 67.4 | 16:07:49 | 67.4 | 67.4 |
| 69.6 | 16:07:50 | 69.6 | 69.6 |
| 70.4 | 16:07:51 | 70.4 | 70.4 |
| 69.3 | 16:07:52 | 69.3 | 69.3 |
| 66.3 | 16:07:53 | 66.3 | 66.3 |
| 63.1 | 16:07:54 | 63.1 | 63.1 |
| 60.7 | 16:07:55 | 60.7 | 60.7 |
| 60.7 | 16:07:56 | 60.7 | 60.7 |
| 62.5 | 16:07:57 | 62.5 | 62.5 |
| 65.0 | 16:07:58 | 65.0 | 65.0 |
| 66.2 | 16:07:59 | 66.2 | 66.2 |
| 66.3 | 16:08:00 | 66.3 | 66.3 |
| 65.2 | 16:08:01 | 65.2 | 65.2 |
| 63.0 | 16:08:02 | 63.0 | 63.0 |
| 63.6 | 16:08:03 | 63.6 | 63.6 |
| 65.9 | 16:08:04 | 65.9 | 65.9 |
| 72.5 | 16:08:05 | 72.5 | 72.5 |
| 71.1 | 16:08:06 | 71.1 | 71.1 |
| 67.6 | 16:08:07 | 67.6 | 67.6 |
| 64.5 | 16:08:08 | 64.5 | 64.5 |
| 62.7 | 16:08:09 | 62.7 | 62.7 |
| 62.3 | 16:08:10 | 62.3 | 62.3 |
| 61.7 | 16:08:11 | 61.7 | 61.7 |
| 64.5 | 16:08:12 | 64.5 | 64.5 |
| 70.9 | 16:08:13 | 70.9 | 70.9 |
| 70.2 | 16:08:14 | 70.2 | 70.2 |
| 69.4 | 16:08:15 | 69.4 | 69.4 |
| 67.9 | 16:08:16 | 67.9 | 67.9 |
| 67.0 | 16:08:17 | 67.0 | 67.0 |
| 66.9 | 16:08:18 | 66.9 | 66.9 |
| 65.4 | 16:08:19 | 65.4 | 65.4 |
| 64.2 | 16:08:20 | 64.2 | 64.2 |
| 64.8 | 16:08:21 | 64.8 | 64.8 |
| 66.3 | 16:08:22 | 66.3 | 66.3 |
| 66.3 | 16:08:23 | 66.3 | 66.3 |
| 67.1 | 16:08:24 | 67.1 | 67.1 |
| 70.0 | 16:08:25 | 70.0 | 70.0 |
| 67.5 | 16:08:26 | 67.5 | 67.5 |
| 64.1 | 16:08:27 | 64.1 | 64.1 |
| 60.9 | 16:08:28 | 60.9 | 60.9 |
| 59.1 | 16:08:29 | 59.1 | 59.1 |
| 59.9 | 16:08:30 | 59.9 | 59.9 |
| 62.9 | 16:08:31 | 62.9 | 62.9 |
| 64.0 | 16:08:32 | 64.0 | 64.0 |
| 63.0 | 16:08:33 | 63.0 | 63.0 |
| 62.4 | 16:08:34 | 62.4 | 62.4 |
| 63.3 | 16:08:35 | 63.3 | 63.3 |
| 61.6 | 16:08:36 | 61.6 | 61.6 |
| 60.8 | 16:08:37 | 60.8 | 60.8 |
| 66.5 | 16:08:38 | 66.5 | 66.5 |
| 68.3 | 16:08:39 | 68.3 | 68.3 |
| 66.7 | 16:08:40 | 66.7 | 66.7 |
| 64.0 | 16:08:41 | 64.0 | 64.0 |
| 60.5 | 16:08:42 | 60.5 | 60.5 |
| 56.9 | 16:08:43 | 56.9 | 56.9 |
| 53.9 | 16:08:44 | 53.9 | 53.9 |
| 51.3 | 16:08:45 | 51.3 | 51.3 |
| 49.2 | 16:08:46 | 49.2 | 49.2 |
| 48.1 | 16:08:47 | 48.1 | 48.1 |
| 49.4 | 16:08:48 | 49.4 | 49.4 |
| 53.4 | 16:08:49 | 53.4 | 53.4 |
| 59.4 | 16:08:50 | 59.4 | 59.4 |
| 68.0 | 16:08:51 | 68.0 | 68.0 |
| 66.1 | 16:08:52 | 66.1 | 66.1 |
| 62.7 | 16:08:53 | 62.7 | 62.7 |
| 59.0 | 16:08:54 | 59.0 | 59.0 |
| 55.4 | 16:08:55 | 55.4 | 55.4 |
| 52.1 | 16:08:56 | 52.1 | 52.1 |
| 49.3 | 16:08:57 | 49.3 | 49.3 |
| 47.6 | 16:08:58 | 47.6 | 47.6 |
| 47.3 | 16:08:59 | 47.3 | 47.3 |
| 48.7 | 16:09:00 | 48.7 | 48.7 |
| 52.6 | 16:09:01 | 52.6 | 52.6 |
| 55.6 | 16:09:02 | 55.6 | 55.6 |
| 60.6 | 16:09:03 | 60.6 | 60.6 |
| 63.1 | 16:09:04 | 63.1 | 63.1 |
| 64.9 | 16:09:05 | 64.9 | 64.9 |
| 64.0 | 16:09:06 | 64.0 | 64.0 |
| 61.8 | 16:09:07 | 61.8 | 61.8 |
| 61.7 | 16:09:08 | 61.7 | 61.7 |
| 65.1 | 16:09:09 | 65.1 | 65.1 |
| 68.3 | 16:09:10 | 68.3 | 68.3 |
| 69.3 | 16:09:11 | 69.3 | 69.3 |
| 69.8 | 16:09:12 | 69.8 | 69.8 |
| 69.6 | 16:09:13 | 69.6 | 69.6 |
| 68.4 | 16:09:14 | 68.4 | 68.4 |
| 66.9 | 16:09:15 | | |

APPENDIX C

FHWA Model Traffic Noise Calculation Printouts

FHWA-RD-77-108 HIGHWAY TRAFFIC NOISE PREDICTION MODEL

Road Name: Campus Avenue N
Building: 1

Project Name: Campus Ave
Job Number: 20059

NOISE MODEL INPUTS

| Highway Data | | Vehicle Mix | | | | |
|--|-----------------|--------------------------------------|------------|-------|-------|-------|
| Average Daily Traffic: | 10,000 vehicles | Day | Evening | Night | Daily | |
| Peak Hour Volume: | 1,000 vehicles | Autos: | 83.8% | 0.7% | 8.4% | 92.9% |
| Vehicle Speed: | 40 mph | Medium Trucks: | 2.1% | 0.1% | 0.7% | 2.9% |
| Near/Far Lane Distance: | 56 feet | Heavy Trucks: | 3.5% | 0.1% | 0.7% | 4.3% |
| Site Data | | Elevations | | | | |
| Barrier Height: | 6.0 feet | Barrier Base Elevation: | 800.5 feet | | | |
| Barrier Type(Wall/Berm): | Wall | Road Elevation: | 801.0 feet | | | |
| Site Conditions(Hard/Soft): | Soft | Noise Source Elevation above Road | | | | |
| Centerline (C.L.) Dist. to Barrier: | 72 feet | Autos: | 0 feet | | | |
| C.L. Dist. To Observer (Backyard): | 80 feet | Med Trucks: | 2.3 feet | | | |
| Barrier Dist. To Observer (Backyard): | 8 feet | Hvy Trucks: | 8 feet | | | |
| C.L. Dist. To Observer (Structure): | 87 feet | Pad Elevation: | 800.5 feet | | | |
| Barrier Dist. To Observer (Structure): | 15 feet | Observer Heights Above Pad Elevation | | | | |
| Road Grade: | 1.77 % | Exterior: | 5 feet | | | |
| Left View: | -90 degrees | First Floor: | 5.5 feet | | | |
| Right View: | 90 degrees | Second Floor: | 14 feet | | | |

FHWA NOISE MODEL CALCULATIONS

| | REMEL | Traffic Flow | Distance | Finite Road | Grade | Barrier Attenuation | | |
|-------------|-------|--------------|----------|-------------|-------|---------------------|---------|---------|
| | | | | | | Exterior | 1st Flr | 2nd Flr |
| Autos: | 67.36 | -1.65 | -2.75 | -1.20 | 0.00 | -7.36 | -6.32 | 0 |
| Med Trucks: | 76.31 | -16.76 | -2.75 | -1.20 | 0.00 | -7.15 | -5.9 | 0 |
| Hvy Trucks: | 81.16 | -15.03 | -2.75 | -1.20 | 0.00 | -5.7 | -4.9 | 0 |

UNMITIGATED NOISE LEVELS (Backyard with topographical attenuation)

| | Leq Peak Hour | Leq Day | Leq Evening | Leq Night | Ldn | CNEL |
|-----------------------|---------------|-------------|-------------|-------------|-------------|-------------|
| Autos: | 61.8 | 60.2 | 45.4 | 51.5 | 60.2 | 60.3 |
| Med Trucks: | 55.6 | 38.0 | 29.3 | 34.5 | 41.4 | 41.5 |
| Hvy Trucks: | 62.2 | 46.8 | 35.8 | 41.1 | 48.6 | 48.7 |
| Traffic Noise: | 65.5 | 60.4 | 46.0 | 51.9 | 60.6 | 60.6 |

MITIGATED NOISE LEVELS (Backyard with sound wall)

| | Leq Peak Hour | Leq Day | Leq Evening | Leq Night | Ldn | CNEL |
|-----------------------|---------------|-------------|-------------|-------------|-------------|-------------|
| Autos: | 54.4 | 52.8 | 38.1 | 44.1 | 52.9 | 52.9 |
| Med Trucks: | 48.5 | 30.9 | 22.1 | 27.4 | 34.3 | 34.3 |
| Hvy Trucks: | 56.5 | 41.1 | 30.1 | 35.4 | 42.9 | 43.0 |
| Traffic Noise: | 59.0 | 53.2 | 38.8 | 44.7 | 53.3 | 53.4 |

MITIGATED NOISE LEVELS (First Floor)

| | Leq Peak Hour | Leq Day | Leq Evening | Leq Night | Ldn | CNEL |
|-----------------------|---------------|-------------|-------------|-------------|-------------|-------------|
| Autos: | 54.8 | 53.3 | 38.5 | 44.5 | 53.3 | 53.3 |
| Med Trucks: | 49.1 | 31.5 | 22.8 | 28.0 | 34.9 | 35.0 |
| Hvy Trucks: | 56.7 | 41.3 | 30.3 | 35.6 | 43.1 | 43.1 |
| Traffic Noise: | 59.3 | 53.6 | 39.2 | 45.1 | 53.7 | 53.8 |

MITIGATED NOISE LEVELS (Second Floor)

| | Leq Peak Hour | Leq Day | Leq Evening | Leq Night | Ldn | CNEL |
|-----------------------|---------------|-------------|-------------|-------------|-------------|-------------|
| Autos: | 61.1 | 59.5 | 44.7 | 50.8 | 59.5 | 59.6 |
| Med Trucks: | 54.9 | 37.3 | 28.6 | 33.8 | 40.7 | 40.8 |
| Hvy Trucks: | 61.5 | 46.1 | 35.1 | 40.4 | 47.9 | 48.0 |
| Traffic Noise: | 64.8 | 59.7 | 45.3 | 51.2 | 59.9 | 59.9 |

FHWA-RD-77-108 HIGHWAY TRAFFIC NOISE PREDICTION MODEL

Road Name: Campus Avenue S
Building: 47

Project Name: Campus Ave
Job Number: 20059

NOISE MODEL INPUTS

| Highway Data | | Vehicle Mix | | | | |
|--|-----------------|--------------------------------------|------------|-------|-------|-------|
| Average Daily Traffic: | 9,800 vehicles | Day | Evening | Night | Daily | |
| Peak Hour Volume: | 980 vehicles | Autos: | 83.8% | 0.7% | 8.4% | 92.9% |
| Vehicle Speed: | 40 mph | Medium Trucks: | 2.1% | 0.1% | 0.7% | 2.9% |
| Near/Far Lane Distance: | 56 feet | Heavy Trucks: | 3.5% | 0.1% | 0.7% | 4.3% |
| Site Data | | Elevations | | | | |
| Barrier Height: | 6.0 feet | Barrier Base Elevation: | 796.1 feet | | | |
| Barrier Type(Wall/Berm): | Wall | Road Elevation: | 796.0 feet | | | |
| Site Conditions(Hard/Soft): | Soft | Noise Source Elevation above Road | | | | |
| Centerline (C.L.) Dist. to Barrier: | 72 feet | Autos: | 0 feet | | | |
| C.L. Dist. To Observer (Backyard): | 80 feet | Med Trucks: | 2.3 feet | | | |
| Barrier Dist. To Observer (Backyard): | 8 feet | Hvy Trucks: | 8 feet | | | |
| C.L. Dist. To Observer (Structure): | 94 feet | Pad Elevation: | 796.1 feet | | | |
| Barrier Dist. To Observer (Structure): | 22 feet | Observer Heights Above Pad Elevation | | | | |
| Road Grade: | 1.39 % | Exterior: | 5 feet | | | |
| Left View: | -90 degrees | First Floor: | 5.5 feet | | | |
| Right View: | 90 degrees | Second Floor: | 14 feet | | | |

FHWA NOISE MODEL CALCULATIONS

| | REMEL | Traffic Flow | Distance | Finite Road | Grade | Barrier Attenuation | | |
|-------------|-------|--------------|----------|-------------|-------|---------------------|---------|---------|
| | | | | | | Exterior | 1st Flr | 2nd Flr |
| Autos: | 67.36 | -1.73 | -2.75 | -1.20 | 0.00 | -7.5 | -6.64 | -0.16 |
| Med Trucks: | 76.31 | -16.85 | -2.75 | -1.20 | 0.00 | -7.36 | -6.08 | 0 |
| Hvy Trucks: | 81.16 | -15.12 | -2.75 | -1.20 | 0.00 | -5.8 | -4.9 | 0 |

UNMITIGATED NOISE LEVELS (Backyard with topographical attenuation)

| | Leq Peak Hour | Leq Day | Leq Evening | Leq Night | Ldn | CNEL |
|-----------------------|---------------|-------------|-------------|-------------|-------------|-------------|
| Autos: | 61.7 | 60.1 | 45.3 | 51.4 | 60.1 | 60.2 |
| Med Trucks: | 55.5 | 37.9 | 29.2 | 34.4 | 41.3 | 41.4 |
| Hvy Trucks: | 62.1 | 46.7 | 35.8 | 41.0 | 48.5 | 48.6 |
| Traffic Noise: | 65.4 | 60.3 | 45.9 | 51.8 | 60.5 | 60.5 |

MITIGATED NOISE LEVELS (Backyard with sound wall)

| | Leq Peak Hour | Leq Day | Leq Evening | Leq Night | Ldn | CNEL |
|-----------------------|---------------|-------------|-------------|-------------|-------------|-------------|
| Autos: | 54.2 | 52.6 | 37.8 | 43.9 | 52.6 | 52.7 |
| Med Trucks: | 48.2 | 30.6 | 21.8 | 27.1 | 34.0 | 34.0 |
| Hvy Trucks: | 56.3 | 40.9 | 30.0 | 35.2 | 42.7 | 42.8 |
| Traffic Noise: | 58.8 | 52.9 | 38.6 | 44.5 | 53.1 | 53.1 |

MITIGATED NOISE LEVELS (First Floor)

| | Leq Peak Hour | Leq Day | Leq Evening | Leq Night | Ldn | CNEL |
|-----------------------|---------------|-------------|-------------|-------------|-------------|-------------|
| Autos: | 53.9 | 52.3 | 37.5 | 43.5 | 52.3 | 52.4 |
| Med Trucks: | 48.3 | 30.7 | 21.9 | 27.2 | 34.1 | 34.1 |
| Hvy Trucks: | 56.0 | 40.7 | 29.7 | 34.9 | 42.4 | 42.5 |
| Traffic Noise: | 58.5 | 52.6 | 38.3 | 44.2 | 52.8 | 52.8 |

MITIGATED NOISE LEVELS (Second Floor)

| | Leq Peak Hour | Leq Day | Leq Evening | Leq Night | Ldn | CNEL |
|-----------------------|---------------|-------------|-------------|-------------|-------------|-------------|
| Autos: | 60.3 | 58.7 | 43.9 | 50.0 | 58.7 | 58.8 |
| Med Trucks: | 54.3 | 36.7 | 27.9 | 33.2 | 40.1 | 40.2 |
| Hvy Trucks: | 60.8 | 45.5 | 34.5 | 39.7 | 47.3 | 47.3 |
| Traffic Noise: | 64.1 | 58.9 | 44.5 | 50.4 | 59.1 | 59.1 |

FHWA-RD-77-108 HIGHWAY TRAFFIC NOISE PREDICTION MODEL

Road Name: Campus Avenue N
Building: 48

Project Name: Campus Ave
Job Number: 20059

NOISE MODEL INPUTS

| Highway Data | | Vehicle Mix | | | | |
|--|-----------------|--------------------------------------|------------|-------|-------|-------|
| Average Daily Traffic: | 10,000 vehicles | Day | Evening | Night | Daily | |
| Peak Hour Volume: | 1,000 vehicles | Autos: | 83.8% | 0.7% | 8.4% | 92.9% |
| Vehicle Speed: | 40 mph | Medium Trucks: | 2.1% | 0.1% | 0.7% | 2.9% |
| Near/Far Lane Distance: | 56 feet | Heavy Trucks: | 3.5% | 0.1% | 0.7% | 4.3% |
| Site Data | | Elevations | | | | |
| Barrier Height: | 5.5 feet | Barrier Base Elevation: | 796.8 feet | | | |
| Barrier Type(Wall/Berm): | Wall | Road Elevation: | 797.0 feet | | | |
| Site Conditions(Hard/Soft): | Soft | Noise Source Elevation above Road | | | | |
| Centerline (C.L.) Dist. to Barrier: | 90 feet | Autos: | 0 feet | | | |
| C.L. Dist. To Observer (Backyard): | 98 feet | Med Trucks: | 2.3 feet | | | |
| Barrier Dist. To Observer (Backyard): | 8 feet | Hvy Trucks: | 8 feet | | | |
| C.L. Dist. To Observer (Structure): | 112 feet | Pad Elevation: | 796.8 feet | | | |
| Barrier Dist. To Observer (Structure): | 22 feet | Observer Heights Above Pad Elevation | | | | |
| Road Grade: | 1.26 % | Exterior: | 5 feet | | | |
| Left View: | -90 degrees | First Floor: | 5.5 feet | | | |
| Right View: | 90 degrees | Second Floor: | 14 feet | | | |

FHWA NOISE MODEL CALCULATIONS

| | REMEL | Traffic Flow | Distance | Finite Road | Grade | Barrier Attenuation | | |
|-------------|-------|--------------|----------|-------------|-------|---------------------|---------|---------|
| | | | | | | Exterior | 1st Flr | 2nd Flr |
| Autos: | 67.36 | -1.65 | -4.22 | -1.20 | 0.00 | -6 | -5.5 | -0.101 |
| Med Trucks: | 76.31 | -16.76 | -4.22 | -1.20 | 0.00 | -5.8 | -5.2 | 0 |
| Hvy Trucks: | 81.16 | -15.03 | -4.22 | -1.20 | 0.00 | -4.9 | -4.8 | 0 |

UNMITIGATED NOISE LEVELS (Backyard with topographical attenuation)

| | Leq Peak Hour | Leq Day | Leq Evening | Leq Night | Ldn | CNEL |
|-----------------------|---------------|-------------|-------------|-------------|-------------|-------------|
| Autos: | 60.3 | 58.7 | 44.0 | 50.0 | 58.8 | 58.8 |
| Med Trucks: | 54.1 | 36.6 | 27.8 | 33.0 | 39.9 | 40.0 |
| Hvy Trucks: | 60.7 | 45.3 | 34.4 | 39.6 | 47.1 | 47.2 |
| Traffic Noise: | 64.0 | 59.0 | 44.5 | 50.4 | 59.1 | 59.1 |

MITIGATED NOISE LEVELS (Backyard with sound wall)

| | Leq Peak Hour | Leq Day | Leq Evening | Leq Night | Ldn | CNEL |
|-----------------------|---------------|-------------|-------------|-------------|-------------|-------------|
| Autos: | 54.3 | 52.7 | 38.0 | 44.0 | 52.8 | 52.8 |
| Med Trucks: | 48.3 | 30.8 | 22.0 | 27.2 | 34.1 | 34.2 |
| Hvy Trucks: | 55.8 | 40.4 | 29.5 | 34.7 | 42.2 | 42.3 |
| Traffic Noise: | 58.6 | 53.0 | 38.6 | 44.6 | 53.2 | 53.2 |

MITIGATED NOISE LEVELS (First Floor)

| | Leq Peak Hour | Leq Day | Leq Evening | Leq Night | Ldn | CNEL |
|-----------------------|---------------|-------------|-------------|-------------|-------------|-------------|
| Autos: | 53.9 | 52.3 | 37.5 | 43.5 | 52.3 | 52.4 |
| Med Trucks: | 48.0 | 30.4 | 21.7 | 26.9 | 33.8 | 33.9 |
| Hvy Trucks: | 55.0 | 39.6 | 28.6 | 33.9 | 41.4 | 41.5 |
| Traffic Noise: | 57.9 | 52.6 | 38.2 | 44.1 | 52.7 | 52.8 |

MITIGATED NOISE LEVELS (Second Floor)

| | Leq Peak Hour | Leq Day | Leq Evening | Leq Night | Ldn | CNEL |
|-----------------------|---------------|-------------|-------------|-------------|-------------|-------------|
| Autos: | 59.2 | 57.6 | 42.9 | 48.9 | 57.7 | 57.7 |
| Med Trucks: | 53.2 | 35.6 | 26.8 | 32.1 | 39.0 | 39.0 |
| Hvy Trucks: | 59.7 | 44.4 | 33.4 | 38.6 | 46.2 | 46.2 |
| Traffic Noise: | 63.0 | 57.9 | 43.4 | 49.4 | 58.0 | 58.1 |

FHWA-RD-77-108 HIGHWAY TRAFFIC NOISE PREDICTION MODEL

Road Name: Campus Avenue N
Lot Number: 49

Project Name: Campus Ave
Job Number: 20059

NOISE MODEL INPUTS

| Highway Data | | Vehicle Mix | | | | |
|--|-----------------|--------------------------------------|------------|-------|-------|-------|
| Average Daily Traffic: | 10,000 vehicles | Day | Evening | Night | Daily | |
| Peak Hour Volume: | 1,000 vehicles | Autos: | 83.8% | 0.7% | 8.4% | 92.9% |
| Vehicle Speed: | 40 mph | Medium Trucks: | 2.1% | 0.1% | 0.7% | 2.9% |
| Near/Far Lane Distance: | 56 feet | Heavy Trucks: | 3.5% | 0.1% | 0.7% | 4.3% |
| Site Data | | Elevations | | | | |
| Barrier Height: | 5.5 feet | Barrier Base Elevation: | 797.4 feet | | | |
| Barrier Type(Wall/Berm): | Wall | Road Elevation: | 798.0 feet | | | |
| Site Conditions(Hard/Soft): | Soft | Noise Source Elevation above Road | | | | |
| Centerline (C.L.) Dist. to Barrier: | 90 feet | Autos: | 0 feet | | | |
| C.L. Dist. To Observer (Backyard): | 98 feet | Med Trucks: | 2.3 feet | | | |
| Barrier Dist. To Observer (Backyard): | 8 feet | Hvy Trucks: | 8 feet | | | |
| C.L. Dist. To Observer (Structure): | 110 feet | Pad Elevation: | 797.4 feet | | | |
| Barrier Dist. To Observer (Structure): | 20 feet | Observer Heights Above Pad Elevation | | | | |
| Road Grade: | 1.26 % | Exterior: | 5 feet | | | |
| Left View: | -90 degrees | First Floor: | 5.5 feet | | | |
| Right View: | 90 degrees | Second Floor: | 14 feet | | | |

FHWA NOISE MODEL CALCULATIONS

| | REMEL | Traffic Flow | Distance | Finite Road | Grade | Barrier Attenuation | | |
|-------------|-------|--------------|----------|-------------|-------|---------------------|---------|---------|
| | | | | | | Exterior | 1st Flr | 2nd Flr |
| Autos: | 67.36 | -1.65 | -4.22 | -1.20 | 0.00 | -5.9 | -5.4 | 0 |
| Med Trucks: | 76.31 | -16.76 | -4.22 | -1.20 | 0.00 | -5.7 | -5.1 | 0 |
| Hvy Trucks: | 81.16 | -15.03 | -4.22 | -1.20 | 0.00 | -4.9 | -4.6 | 0 |

UNMITIGATED NOISE LEVELS (Backyard with topographical attenuation)

| | Leq Peak Hour | Leq Day | Leq Evening | Leq Night | Ldn | CNEL |
|-----------------------|---------------|-------------|-------------|-------------|-------------|-------------|
| Autos: | 60.3 | 58.7 | 44.0 | 50.0 | 58.8 | 58.8 |
| Med Trucks: | 54.1 | 36.6 | 27.8 | 33.0 | 39.9 | 40.0 |
| Hvy Trucks: | 60.7 | 45.3 | 34.4 | 39.6 | 47.1 | 47.2 |
| Traffic Noise: | 64.0 | 59.0 | 44.5 | 50.4 | 59.1 | 59.1 |

MITIGATED NOISE LEVELS (Backyard with sound wall)

| | Leq Peak Hour | Leq Day | Leq Evening | Leq Night | Ldn | CNEL |
|-----------------------|---------------|-------------|-------------|-------------|-------------|-------------|
| Autos: | 54.4 | 52.8 | 38.1 | 44.1 | 52.9 | 52.9 |
| Med Trucks: | 48.4 | 30.9 | 22.1 | 27.3 | 34.2 | 34.3 |
| Hvy Trucks: | 55.8 | 40.4 | 29.5 | 34.7 | 42.2 | 42.3 |
| Traffic Noise: | 58.6 | 53.1 | 38.7 | 44.6 | 53.3 | 53.3 |

MITIGATED NOISE LEVELS (First Floor)

| | Leq Peak Hour | Leq Day | Leq Evening | Leq Night | Ldn | CNEL |
|-----------------------|---------------|-------------|-------------|-------------|-------------|-------------|
| Autos: | 54.1 | 52.5 | 37.8 | 43.8 | 52.5 | 52.6 |
| Med Trucks: | 48.2 | 30.6 | 21.9 | 27.1 | 34.0 | 34.1 |
| Hvy Trucks: | 55.3 | 39.9 | 29.0 | 34.2 | 41.7 | 41.8 |
| Traffic Noise: | 58.2 | 52.8 | 38.4 | 44.3 | 52.9 | 53.0 |

MITIGATED NOISE LEVELS (Second Floor)

| | Leq Peak Hour | Leq Day | Leq Evening | Leq Night | Ldn | CNEL |
|-----------------------|---------------|-------------|-------------|-------------|-------------|-------------|
| Autos: | 59.4 | 57.9 | 43.1 | 49.1 | 57.9 | 57.9 |
| Med Trucks: | 53.3 | 35.7 | 26.9 | 32.2 | 39.1 | 39.2 |
| Hvy Trucks: | 59.9 | 44.5 | 33.5 | 38.7 | 46.3 | 46.3 |
| Traffic Noise: | 63.1 | 58.1 | 43.7 | 49.6 | 58.2 | 58.3 |

FHWA-RD-77-108 HIGHWAY TRAFFIC NOISE PREDICTION MODEL

Road Name: Campus Avenue N
Lot Number: 50

Project Name: Campus Ave
Job Number: 20059

NOISE MODEL INPUTS

| Highway Data | | Vehicle Mix | | | | |
|--|-----------------|--------------------------------------|------------|-------|-------|-------|
| Average Daily Traffic: | 10,000 vehicles | Day | Evening | Night | Daily | |
| Peak Hour Volume: | 1,000 vehicles | Autos: | 83.8% | 0.7% | 8.4% | 92.9% |
| Vehicle Speed: | 40 mph | Medium Trucks: | 2.1% | 0.1% | 0.7% | 2.9% |
| Near/Far Lane Distance: | 56 feet | Heavy Trucks: | 3.5% | 0.1% | 0.7% | 4.3% |
| Site Data | | Elevations | | | | |
| Barrier Height: | 5.5 feet | Barrier Base Elevation: | 798.0 feet | | | |
| Barrier Type(Wall/Berm): | Wall | Road Elevation: | 798.5 feet | | | |
| Site Conditions(Hard/Soft): | Soft | Noise Source Elevation above Road | | | | |
| Centerline (C.L.) Dist. to Barrier: | 90 feet | Autos: | 0 feet | | | |
| C.L. Dist. To Observer (Backyard): | 98 feet | Med Trucks: | 2.3 feet | | | |
| Barrier Dist. To Observer (Backyard): | 8 feet | Hvy Trucks: | 8 feet | | | |
| C.L. Dist. To Observer (Structure): | 122 feet | Pad Elevation: | 798.0 feet | | | |
| Barrier Dist. To Observer (Structure): | 32 feet | Observer Heights Above Pad Elevation | | | | |
| Road Grade: | 1.26 % | Exterior: | 5 feet | | | |
| Left View: | -90 degrees | First Floor: | 5.5 feet | | | |
| Right View: | 90 degrees | Second Floor: | 14 feet | | | |

FHWA NOISE MODEL CALCULATIONS

| | REMEL | Traffic Flow | Distance | Finite Road | Grade | Barrier Attenuation | | |
|-------------|-------|--------------|----------|-------------|-------|---------------------|---------|---------|
| | | | | | | Exterior | 1st Flr | 2nd Flr |
| Autos: | 67.36 | -1.65 | -4.22 | -1.20 | 0.00 | -5.9 | -5.7 | -0.186 |
| Med Trucks: | 76.31 | -16.76 | -4.22 | -1.20 | 0.00 | -5.7 | -5.2 | -0.12 |
| Hvy Trucks: | 81.16 | -15.03 | -4.22 | -1.20 | 0.00 | -4.9 | -4.5 | 0 |

UNMITIGATED NOISE LEVELS (Backyard with topographical attenuation)

| | Leq Peak Hour | Leq Day | Leq Evening | Leq Night | Ldn | CNEL |
|-----------------------|---------------|-------------|-------------|-------------|-------------|-------------|
| Autos: | 60.3 | 58.7 | 44.0 | 50.0 | 58.8 | 58.8 |
| Med Trucks: | 54.1 | 36.6 | 27.8 | 33.0 | 39.9 | 40.0 |
| Hvy Trucks: | 60.7 | 45.3 | 34.4 | 39.6 | 47.1 | 47.2 |
| Traffic Noise: | 64.0 | 59.0 | 44.5 | 50.4 | 59.1 | 59.1 |

MITIGATED NOISE LEVELS (Backyard with sound wall)

| | Leq Peak Hour | Leq Day | Leq Evening | Leq Night | Ldn | CNEL |
|-----------------------|---------------|-------------|-------------|-------------|-------------|-------------|
| Autos: | 54.4 | 52.8 | 38.1 | 44.1 | 52.9 | 52.9 |
| Med Trucks: | 48.4 | 30.9 | 22.1 | 27.3 | 34.2 | 34.3 |
| Hvy Trucks: | 55.8 | 40.4 | 29.5 | 34.7 | 42.2 | 42.3 |
| Traffic Noise: | 58.6 | 53.1 | 38.7 | 44.6 | 53.3 | 53.3 |

MITIGATED NOISE LEVELS (First Floor)

| | Leq Peak Hour | Leq Day | Leq Evening | Leq Night | Ldn | CNEL |
|-----------------------|---------------|-------------|-------------|-------------|-------------|-------------|
| Autos: | 53.1 | 51.5 | 36.7 | 42.8 | 51.5 | 51.6 |
| Med Trucks: | 47.4 | 29.8 | 21.1 | 26.3 | 33.2 | 33.3 |
| Hvy Trucks: | 54.7 | 39.3 | 28.4 | 33.6 | 41.1 | 41.2 |
| Traffic Noise: | 57.4 | 51.8 | 37.4 | 43.3 | 52.0 | 52.0 |

MITIGATED NOISE LEVELS (Second Floor)

| | Leq Peak Hour | Leq Day | Leq Evening | Leq Night | Ldn | CNEL |
|-----------------------|---------------|-------------|-------------|-------------|-------------|-------------|
| Autos: | 58.5 | 57.0 | 42.2 | 48.2 | 57.0 | 57.0 |
| Med Trucks: | 52.5 | 34.9 | 26.1 | 31.4 | 38.3 | 38.3 |
| Hvy Trucks: | 59.1 | 43.8 | 32.8 | 38.0 | 45.6 | 45.6 |
| Traffic Noise: | 62.3 | 57.2 | 42.8 | 48.7 | 57.4 | 57.4 |

FHWA-RD-77-108 HIGHWAY TRAFFIC NOISE PREDICTION MODEL

Road Name: Campus Avenue N
 Lot Number: 90

Project Name: Campus Ave
 Job Number: 20059

NOISE MODEL INPUTS

| Highway Data | | Vehicle Mix | | | | |
|--|-----------------|--------------------------------------|------------|-------|-------|-------|
| Average Daily Traffic: | 10,000 vehicles | Day | Evening | Night | Daily | |
| Peak Hour Volume: | 1,000 vehicles | Autos: | 83.8% | 0.7% | 8.4% | 92.9% |
| Vehicle Speed: | 40 mph | Medium Trucks: | 2.1% | 0.1% | 0.7% | 2.9% |
| Near/Far Lane Distance: | 56 feet | Heavy Trucks: | 3.5% | 0.1% | 0.7% | 4.3% |
| Site Data | | Elevations | | | | |
| Barrier Height: | 5.5 feet | Barrier Base Elevation: | 801.5 feet | | | |
| Barrier Type(Wall/Berm): | Wall | Road Elevation: | 800.5 feet | | | |
| Site Conditions(Hard/Soft): | Soft | Noise Source Elevation above Road | | | | |
| Centerline (C.L.) Dist. to Barrier: | 175 feet | Autos: | 0 feet | | | |
| C.L. Dist. To Observer (Backyard): | 183 feet | Med Trucks: | 2.3 feet | | | |
| Barrier Dist. To Observer (Backyard): | 8 feet | Hvy Trucks: | 8 feet | | | |
| C.L. Dist. To Observer (Structure): | 195 feet | Pad Elevation: | 801.5 feet | | | |
| Barrier Dist. To Observer (Structure): | 20 feet | Observer Heights Above Pad Elevation | | | | |
| Road Grade: | 1.15 % | Exterior: | 5 feet | | | |
| Left View: | -90 degrees | First Floor: | 5.5 feet | | | |
| Right View: | 90 degrees | Second Floor: | 14 feet | | | |

FHWA NOISE MODEL CALCULATIONS

| | REMEL | Traffic Flow | Distance | Finite Road | Grade | Barrier Attenuation | | |
|-------------|-------|--------------|----------|-------------|-------|---------------------|---------|---------|
| | | | | | | Exterior | 1st Flr | 2nd Flr |
| Autos: | 67.36 | -1.65 | -8.48 | -1.20 | 0.00 | -5.7 | -5.2 | 0 |
| Med Trucks: | 76.31 | -16.76 | -8.48 | -1.20 | 0.00 | -5.7 | -5.1 | 0 |
| Hvy Trucks: | 81.16 | -15.03 | -8.48 | -1.20 | 0.00 | -5.2 | -4.9 | 0 |

UNMITIGATED NOISE LEVELS (Backyard with topographical attenuation)

| | Leq Peak Hour | Leq Day | Leq Evening | Leq Night | Ldn | CNEL |
|-----------------------|---------------|-------------|-------------|-------------|-------------|-------------|
| Autos: | 56.0 | 54.5 | 39.7 | 45.7 | 54.5 | 54.5 |
| Med Trucks: | 49.9 | 32.3 | 23.5 | 28.8 | 35.7 | 35.8 |
| Hvy Trucks: | 56.4 | 41.1 | 30.1 | 35.3 | 42.9 | 42.9 |
| Traffic Noise: | 59.7 | 54.7 | 40.2 | 46.2 | 54.8 | 54.9 |

MITIGATED NOISE LEVELS (Backyard with sound wall)

| | Leq Peak Hour | Leq Day | Leq Evening | Leq Night | Ldn | CNEL |
|-----------------------|---------------|-------------|-------------|-------------|-------------|-------------|
| Autos: | 50.3 | 48.8 | 34.0 | 40.0 | 48.8 | 48.8 |
| Med Trucks: | 44.2 | 26.6 | 17.8 | 23.1 | 30.0 | 30.1 |
| Hvy Trucks: | 51.2 | 35.9 | 24.9 | 30.1 | 37.7 | 37.7 |
| Traffic Noise: | 54.3 | 49.0 | 34.6 | 40.5 | 49.2 | 49.2 |

MITIGATED NOISE LEVELS (First Floor)

| | Leq Peak Hour | Leq Day | Leq Evening | Leq Night | Ldn | CNEL |
|-----------------------|---------------|-------------|-------------|-------------|-------------|-------------|
| Autos: | 50.4 | 48.8 | 34.1 | 40.1 | 48.9 | 48.9 |
| Med Trucks: | 44.3 | 26.8 | 18.0 | 23.2 | 30.2 | 30.2 |
| Hvy Trucks: | 51.1 | 35.8 | 24.8 | 30.0 | 37.6 | 37.6 |
| Traffic Noise: | 54.3 | 49.1 | 34.7 | 40.6 | 49.2 | 49.3 |

MITIGATED NOISE LEVELS (Second Floor)

| | Leq Peak Hour | Leq Day | Leq Evening | Leq Night | Ldn | CNEL |
|-----------------------|---------------|-------------|-------------|-------------|-------------|-------------|
| Autos: | 55.6 | 54.0 | 39.3 | 45.3 | 54.0 | 54.1 |
| Med Trucks: | 49.4 | 31.9 | 23.1 | 28.3 | 35.2 | 35.3 |
| Hvy Trucks: | 56.0 | 40.6 | 29.7 | 34.9 | 42.4 | 42.5 |
| Traffic Noise: | 59.3 | 54.3 | 39.8 | 45.7 | 54.4 | 54.4 |

FHWA-RD-77-108 HIGHWAY TRAFFIC NOISE PREDICTION MODEL

Road Name: Campus Avenue N
 Lot Number: 91

Project Name: Campus Ave
 Job Number: 20059

NOISE MODEL INPUTS

| Highway Data | | Vehicle Mix | | | | |
|--|-----------------|--------------------------------------|------------|-------|-------|-------|
| Average Daily Traffic: | 10,000 vehicles | Day | Evening | Night | Daily | |
| Peak Hour Volume: | 1,000 vehicles | Autos: | 83.8% | 0.7% | 8.4% | 92.9% |
| Vehicle Speed: | 40 mph | Medium Trucks: | 2.1% | 0.1% | 0.7% | 2.9% |
| Near/Far Lane Distance: | 56 feet | Heavy Trucks: | 3.5% | 0.1% | 0.7% | 4.3% |
| Site Data | | Elevations | | | | |
| Barrier Height: | 5.5 feet | Barrier Base Elevation: | 801.7 feet | | | |
| Barrier Type(Wall/Berm): | Wall | Road Elevation: | 800.0 feet | | | |
| Site Conditions(Hard/Soft): | Soft | Noise Source Elevation above Road | | | | |
| Centerline (C.L.) Dist. to Barrier: | 175 feet | Autos: | 0 feet | | | |
| C.L. Dist. To Observer (Backyard): | 183 feet | Med Trucks: | 2.3 feet | | | |
| Barrier Dist. To Observer (Backyard): | 8 feet | Hvy Trucks: | 8 feet | | | |
| C.L. Dist. To Observer (Structure): | 186 feet | Pad Elevation: | 801.7 feet | | | |
| Barrier Dist. To Observer (Structure): | 11 feet | Observer Heights Above Pad Elevation | | | | |
| Road Grade: | 1.15 % | Exterior: | 5 feet | | | |
| Left View: | -90 degrees | First Floor: | 5.5 feet | | | |
| Right View: | 90 degrees | Second Floor: | 14 feet | | | |

FHWA NOISE MODEL CALCULATIONS

| | REMEL | Traffic Flow | Distance | Finite Road | Grade | Barrier Attenuation | | |
|-------------|-------|--------------|----------|-------------|-------|---------------------|---------|---------|
| | | | | | | Exterior | 1st Flr | 2nd Flr |
| Autos: | 67.36 | -1.65 | -8.48 | -1.20 | 0.00 | -5.8 | -5.1 | 0 |
| Med Trucks: | 76.31 | -16.76 | -8.48 | -1.20 | 0.00 | -5.7 | -5.1 | 0 |
| Hvy Trucks: | 81.16 | -15.03 | -8.48 | -1.20 | 0.00 | -5.3 | -4.9 | 0 |

UNMITIGATED NOISE LEVELS (Backyard with topographical attenuation)

| | Leq Peak Hour | Leq Day | Leq Evening | Leq Night | Ldn | CNEL |
|-----------------------|---------------|-------------|-------------|-------------|-------------|-------------|
| Autos: | 56.0 | 54.5 | 39.7 | 45.7 | 54.5 | 54.5 |
| Med Trucks: | 49.9 | 32.3 | 23.5 | 28.8 | 35.7 | 35.8 |
| Hvy Trucks: | 56.4 | 41.1 | 30.1 | 35.3 | 42.9 | 42.9 |
| Traffic Noise: | 59.7 | 54.7 | 40.2 | 46.2 | 54.8 | 54.9 |

MITIGATED NOISE LEVELS (Backyard with sound wall)

| | Leq Peak Hour | Leq Day | Leq Evening | Leq Night | Ldn | CNEL |
|-----------------------|---------------|-------------|-------------|-------------|-------------|-------------|
| Autos: | 50.2 | 48.7 | 33.9 | 39.9 | 48.7 | 48.7 |
| Med Trucks: | 44.2 | 26.6 | 17.8 | 23.1 | 30.0 | 30.1 |
| Hvy Trucks: | 51.1 | 35.8 | 24.8 | 30.0 | 37.6 | 37.6 |
| Traffic Noise: | 54.2 | 48.9 | 34.5 | 40.4 | 49.1 | 49.1 |

MITIGATED NOISE LEVELS (First Floor)

| | Leq Peak Hour | Leq Day | Leq Evening | Leq Night | Ldn | CNEL |
|-----------------------|---------------|-------------|-------------|-------------|-------------|-------------|
| Autos: | 50.8 | 49.3 | 34.5 | 40.5 | 49.3 | 49.3 |
| Med Trucks: | 44.7 | 27.1 | 18.3 | 23.6 | 30.5 | 30.5 |
| Hvy Trucks: | 51.4 | 36.1 | 25.1 | 30.3 | 37.9 | 37.9 |
| Traffic Noise: | 54.6 | 49.5 | 35.1 | 41.0 | 49.6 | 49.7 |

MITIGATED NOISE LEVELS (Second Floor)

| | Leq Peak Hour | Leq Day | Leq Evening | Leq Night | Ldn | CNEL |
|-----------------------|---------------|-------------|-------------|-------------|-------------|-------------|
| Autos: | 55.9 | 54.3 | 39.6 | 45.6 | 54.4 | 54.4 |
| Med Trucks: | 49.7 | 32.2 | 23.4 | 28.6 | 35.6 | 35.6 |
| Hvy Trucks: | 56.3 | 41.0 | 30.0 | 35.2 | 42.7 | 42.8 |
| Traffic Noise: | 59.6 | 54.6 | 40.1 | 46.1 | 54.7 | 54.7 |

FHWA-RD-77-108 HIGHWAY TRAFFIC NOISE PREDICTION MODEL

Road Name: Campus Avenue N
Lot Number: 92

Project Name: Campus Ave
Job Number: 20059

NOISE MODEL INPUTS

| Highway Data | | Vehicle Mix | | | | |
|--|-----------------|--------------------------------------|------------|-------|-------|-------|
| Average Daily Traffic: | 10,000 vehicles | Day | Evening | Night | Daily | |
| Peak Hour Volume: | 1,000 vehicles | Autos: | 83.8% | 0.7% | 8.4% | 92.9% |
| Vehicle Speed: | 40 mph | Medium Trucks: | 2.1% | 0.1% | 0.7% | 2.9% |
| Near/Far Lane Distance: | 56 feet | Heavy Trucks: | 3.5% | 0.1% | 0.7% | 4.3% |
| Site Data | | Elevations | | | | |
| Barrier Height: | 5.5 feet | Barrier Base Elevation: | 801.9 feet | | | |
| Barrier Type(Wall/Berm): | Wall | Road Elevation: | 799.5 feet | | | |
| Site Conditions(Hard/Soft): | Soft | Noise Source Elevation above Road | | | | |
| Centerline (C.L.) Dist. to Barrier: | 175 feet | Autos: | 0 feet | | | |
| C.L. Dist. To Observer (Backyard): | 183 feet | Med Trucks: | 2.3 feet | | | |
| Barrier Dist. To Observer (Backyard): | 8 feet | Hvy Trucks: | 8 feet | | | |
| C.L. Dist. To Observer (Structure): | 196 feet | Pad Elevation: | 801.9 feet | | | |
| Barrier Dist. To Observer (Structure): | 21 feet | Observer Heights Above Pad Elevation | | | | |
| Road Grade: | 1.15 % | Exterior: | 5 feet | | | |
| Left View: | -90 degrees | First Floor: | 5.5 feet | | | |
| Right View: | 90 degrees | Second Floor: | 14 feet | | | |

FHWA NOISE MODEL CALCULATIONS

| | REMEL | Traffic Flow | Distance | Finite Road | Grade | Barrier Attenuation | | |
|-------------|-------|--------------|----------|-------------|-------|---------------------|---------|---------|
| | | | | | | Exterior | 1st Flr | 2nd Flr |
| Autos: | 67.36 | -1.65 | -8.48 | -1.20 | 0.00 | -5.8 | -5.3 | 0 |
| Med Trucks: | 76.31 | -16.76 | -8.48 | -1.20 | 0.00 | -5.8 | -5.2 | 0 |
| Hvy Trucks: | 81.16 | -15.03 | -8.48 | -1.20 | 0.00 | -5.3 | -4.9 | 0 |

UNMITIGATED NOISE LEVELS (Backyard with topographical attenuation)

| | Leq Peak Hour | Leq Day | Leq Evening | Leq Night | Ldn | CNEL |
|-----------------------|---------------|-------------|-------------|-------------|-------------|-------------|
| Autos: | 56.0 | 54.5 | 39.7 | 45.7 | 54.5 | 54.5 |
| Med Trucks: | 49.9 | 32.3 | 23.5 | 28.8 | 35.7 | 35.8 |
| Hvy Trucks: | 56.4 | 41.1 | 30.1 | 35.3 | 42.9 | 42.9 |
| Traffic Noise: | 59.7 | 54.7 | 40.2 | 46.2 | 54.8 | 54.9 |

MITIGATED NOISE LEVELS (Backyard with sound wall)

| | Leq Peak Hour | Leq Day | Leq Evening | Leq Night | Ldn | CNEL |
|-----------------------|---------------|-------------|-------------|-------------|-------------|-------------|
| Autos: | 50.2 | 48.7 | 33.9 | 39.9 | 48.7 | 48.7 |
| Med Trucks: | 44.1 | 26.5 | 17.7 | 23.0 | 29.9 | 30.0 |
| Hvy Trucks: | 51.1 | 35.8 | 24.8 | 30.0 | 37.6 | 37.6 |
| Traffic Noise: | 54.2 | 48.9 | 34.5 | 40.4 | 49.1 | 49.1 |

MITIGATED NOISE LEVELS (First Floor)

| | Leq Peak Hour | Leq Day | Leq Evening | Leq Night | Ldn | CNEL |
|-----------------------|---------------|-------------|-------------|-------------|-------------|-------------|
| Autos: | 50.3 | 48.7 | 33.9 | 40.0 | 48.7 | 48.8 |
| Med Trucks: | 44.2 | 26.6 | 17.9 | 23.1 | 30.0 | 30.1 |
| Hvy Trucks: | 51.1 | 35.7 | 24.8 | 30.0 | 37.5 | 37.6 |
| Traffic Noise: | 54.2 | 49.0 | 34.5 | 40.5 | 49.1 | 49.1 |

MITIGATED NOISE LEVELS (Second Floor)

| | Leq Peak Hour | Leq Day | Leq Evening | Leq Night | Ldn | CNEL |
|-----------------------|---------------|-------------|-------------|-------------|-------------|-------------|
| Autos: | 55.6 | 54.0 | 39.2 | 45.2 | 54.0 | 54.1 |
| Med Trucks: | 49.4 | 31.8 | 23.1 | 28.3 | 35.2 | 35.3 |
| Hvy Trucks: | 56.0 | 40.6 | 29.6 | 34.9 | 42.4 | 42.5 |
| Traffic Noise: | 59.2 | 54.2 | 39.8 | 45.7 | 54.4 | 54.4 |

June 22, 2020

Steven Cook – Forward Planning Manager
MLC Holdings, Inc.
5 Peters Canyon Road, Suite 310
Irvine, CA 92612

Subject: Burrowing Owl Habitat Assessment for 2862 South Campus Avenue, Ontario, California

Dear Mr. Cook:

The purpose of this letter is to summarize the findings of the Burrowing Owl Habitat Assessment conducted by FirstCarbon Solutions (FCS) on June 11, 2020, to determine if the burrowing owl (*Athene cunicularia*) is present or has potential to be present on the proposed project site located at 2862 South Campus Avenue, Ontario, California. No evidence of burrowing owl or signs thereof were observed on the property

Project Location and Setting

The proposed project site is located in the southwestern part of the City of Ontario in San Bernardino County. The topography of the site is generally flat across the project site, sloping southerly toward an adjacent property. The surrounding land use consists of single-family homes as well as medium-density apartment complexes and townhomes. Woodcrest Junior High School lies to the northeast of the property.

The approximately 9.5-acre project site was previously used for agriculture from at least 1938 until approximately 1946. In its current state, 7.3 acres of the property is dedicated to livestock pasturing areas that are divided by several fences and were left fallow at the time of the survey. The remaining 2.2 acres in the southeast corner of the property is occupied by a residential home with several barns, sheds, vehicle parking, as well as areas dedicated to landscaping. Tractors, soil tillers, and other farm equipment were scattered across the property. Several dirt mounds and woodpiles were also scattered across the property. At the time of this report, the property is occupied.

The property is designated “Medium Density Residential” in the City of Ontario General Plan, which permits development within a range of 11.1 to 25 dwelling units per acre. The Zoning designation for the property is “Medium Density Residential-18.” The proposed suburban infill project would consist of 92 single-family detached homes at a density of 12.8 dwelling units per acre. Roughly half of the homes will be conventionally plotted, taking direct access from the interior street network. The balance of the homes will be plotted in a “motor-court” configuration, with six homes on each interior court.

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Deposit, NY 13754

56 Broome Corporate Parkway
Conklin, NY 13748

CANADA

UNITED KINGDOM

PORTUGAL

FRANCE

KENYA

AUSTRALIA

PHILIPPINES

CHINA

MALAYSIA

SINGAPORE

According to the California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDDB), there are at least 30 records of burrowing owl occurring within a 5-mile radius of the proposed project site. The closest known occurrence is located approximately 0.2 mile northeast of the site.¹

Methods

FCS Biologist, Alec Villanueva, visited and surveyed the proposed project site on June 11, 2020. The weather conditions were sunny with an average temperature of 80°F (degrees Fahrenheit). FCS surveyed the entire 9.5-acre site excluding the residential area of the property. A 150-meter (approximately 500 feet) buffer area around the property was not surveyed due to existing urban development surrounding the property.

Findings

The project site has been heavily altered through many years of agricultural land use, including plowing, disking, harvesting, and livestock grazing. Except for the residential area, the entire property is dominated by ruderal and non-native vegetation. Much of the property is covered by Bermuda grass (*Cynodon dactylon*). Brome grass (*Bromus madritensis*) and prickly lettuce (*Lactuca serriola*) are two ruderal species that were also abundant. A number of mature eucalyptus trees (*Eucalyptus* sp.) were scattered across the property, particularly along the eastern property line. Other tree species present include several willows (*Salix* sp.), several pines (*Pinus* sp.), and several orange (*Citrus sinensis*) and lemon trees (*Citrus limon*).

Wildlife was neither abundant nor diverse at the site due to the lack of native habitats. Nearly all species observed were birds. Wildlife species observed on-site included northern mockingbird (*Mimus polyglottos*), black phoebe (*Sayornis nigricans*), house sparrow (*Passer domesticus*), Anna's hummingbird (*Calypte anna*) mourning dove (*Zenaida macroura*), European starling (*Sturnus vulgaris*) and western fence lizard (*Sceloporus occidentalis*). A red-tailed hawk (*Buteo jamaicensis*) was also spotted flying over the site. Small mammal or rodent species, including California ground squirrel (*Otospermophilus beecheyi*) were not observed on the site, nor was their sign (i.e., burrows, scat, tracks, and trails, etc.).

Several domesticated animals belonging to the current property owners were also present on-site at the time of the survey, including a dog (*Canis lupus familiaris*), domestic cat (*Felis catus*), several sheep (*Ovis aries*), and an emu (*Dromaius novaehollandiae*).

No evidence of burrowing owl was observed on the property. Additionally, no suitable nesting habitat was present in the form of small mammal burrows or man-made objects such as pipes or culverts.

¹ California Native Diversity Database. 2020. California Department of Fish and Wildlife.

In conclusion, the proposed project site in its current state does not provide suitable habitat for burrowing owl. FCS recommends that a preconstruction survey for burrowing owl and other nesting birds be conducted no more than 30 days before construction activities commence.

Sincerely,



Alec Villanueva, Biologist
FirstCarbon Solutions
650 E. Hospitality Lane, Suite 125
San Bernardino, CA 92408

Enc: Attachment A: Site Photographs (June 11, 2020)

**Attachment A:
Site Photographs (June 11, 2020)**



Photograph 1: On-site residence taken from South Campus Avenue



Photograph 2: Site access taken from South Campus Avenue



Photograph 3: Project site looking west from eastern property line.



Photograph 4: Project site looking east from western property line.



Photograph 5: Project site looking south from northwest corner of the property



Photograph 6: Project site looking north from southwest corner of the property



Photograph 7: Project site looking south from northern property line.



Photograph 8: Project site looking north from on-site residence.

Inderbitzen Dairy Farm
2682 S. Campus Avenue
Ontario, California



Historical Resource Evaluation Report

Prepared by:

CONSULTING

G P A

October 1, 2020



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Appendix A – Résumés

Appendix B – DPR Forms

EXECUTIVE SUMMARY

The purpose of this report is to analyze whether or not a Proposed Project should be analyzed for impacts to historical resources as defined by the California Environmental Quality Act (CEQA).

The Project Site borders two sides of an adjacent parcel that retains buildings and structures related to its historic use as the Inderbitzen Dairy Farm (Subject Property). The Proposed Project does not propose the demolition of buildings or structures on the Subject Property; however, the buildings and some structures are over 45 years of age. The Subject Property is not currently listed under national, state, or City of Ontario landmark or historic district programs. It has not been identified in any previous historic resources surveys. GPA prepared this evaluation of the Subject Property to determine if further analysis may be required for compliance with CEQA.



Figure 1: The Subject Property was evaluated to determine if the buildings on site are historical resources. The residential development property for the Proposed Project Site does not include new construction on the Subject Property (base map Qnative Development Solutions, April 2020).

GPA concluded that the Subject Property does not appear to be eligible for listing in the National or California Register. GPA concluded that the Subject Property appears to retain sufficient integrity to convey significance under City of Ontario criteria a, b, d, and h within the historical



contexts of *Pre-1930: Rural Residential or Free-Grazing Dairy Properties* and *1931-1949: Dry Lot Dairying with Mechanization*.¹

The Subject Property appears eligible under local criterion a as it exemplifies or reflects special elements of the City's history, namely dairy farming. The Subject Property also appears eligible under local criterion b because it is identified with dairy farming, a significant event in local history. The Subject Property appears eligible under local criterion d as it embodies the distinguishing characteristics of the dry lot dairy farm property type. The Subject Property also appears to be one of less than a dozen remaining dairy barns from the associated historic periods and is significant under criteria h as a rare example of its property type in the City.

Therefore, the Subject Property appears eligible for listing as a City of Ontario Historic Landmark and may be considered a historical resource subject to CEQA. The recommended Status Code for the property is 5S2.

¹ The history of the dairy industry in the City of Ontario was developed by Galvin & Associates (now GPA Consulting) in 2004 for *The City of Ontario's Historic Context for the New Model Colony Area*.

1. INTRODUCTION



Figure 2

1.1 Purpose

The purpose of this report is to analyze whether or not a Proposed Project (Project) should be analyzed for impacts to historical resources as defined by the California Environmental Quality Act (CEQA). The Project’s site is a large, L-shaped parcel associated with portions of APN 1051-531-05 in the City of Ontario (see Figure 2). While the Project site is completely vacant of buildings or structures, the Project site boundary is adjacent to portions of APN 1051-531-05 and APN 1051-531-06 that retain buildings and structures related to a historic use as the Inderbitzen Dairy Farm (Subject Property). The Project does not include the demolition of buildings or structures on the Subject Property; however, the agricultural buildings are over 45 years of age. The Subject Property does not appear to have been previously evaluated for significance as a historical resource. It is not included in the City of Ontario’s New Model Colony Area Historic Context Statement, which was completed in 2004 and identified significant dairy farms in the vicinity, but did not evaluate the Subject Property because it was located outside the study area. GPA Consulting (GPA) was retained to evaluate the Subject Property as a potential historical resource to determine if further analysis may be required for compliance with CEQA.



1.2 Methodology

In preparing this report, GPA performed the following tasks:

1. Reviewed the Built Environment Resource Directory (BERD) for San Bernardino County to determine if the property is currently listed under national, state, or city landmark or historic district programs and whether or not it has been previously identified or evaluated as a potential historical resource. The BERD includes data on properties listed and determined eligible for listing in the National Register of Historic Places, listed and determined eligible for listing in the California Register of Historical Resources, California Registered Historical Landmarks, Points of Historical Interest, as well as properties that have been evaluated in historic resources surveys and other planning activities. There were no prior evaluations of the property listed in the BERD.²
2. Determined that the surrounding area did not require examination as a potential historic district for the purposes of this report. The Subject Property is surrounded by single-family residential and multi-family residential properties constructed after 1950. These properties do not reflect a shared history or style with the Subject Property. However, the Subject Property included multiple buildings and structures and should be recorded as a district unto itself on DPR 523 forms. Therefore, the property was evaluated individually as a potential historical resource under national, state, and city criteria according to the National Park Service, State Office of Historic Preservation, and City of Ontario standards.
3. Conducted an intensive field inspection of the Subject Property, during which GPA assessed the general condition and physical integrity of the buildings and structures on the Subject Property. Digital photographs of the exterior of the buildings, structures, and site were taken during the field inspection.
4. During the field inspection, GPA met with the current owners of the property who are descended from the original owners. General information on the history and development of the Subject Property was gathered from this discussion.
5. Conducted research into the history of the property. Sources referenced included city directories, historic aerial photographs, newspaper archives, census records, the *Historic Context for the New Model Colony Area* (2004), and historic photographs of the Subject Property provided by the Schmidt family. GPA contacted the City of Ontario Building Department about permit records on September 21, 2020; no response was received.
6. Conducted research into the history of the surrounding area to determine the appropriate historic contexts under which to evaluate the Subject Property.
7. Reviewed and analyzed ordinances, statutes, regulations, bulletins, and technical materials relating to national, state, and local historic preservation designations, and assessment processes and programs to evaluate the significance and integrity of the Subject Property as a potential historical resource.

² Built Environment Resource Directory (BERD), San Bernardino County, California Office of Historic Preservation, accessed September 24, 2020, https://ohp.parks.ca.gov/?page_id=30338.



1.3 Qualifications of Preparers

Allison M. Lyons was responsible for the preparation of this report. The report was peer-reviewed by Jenna Kachour. Ms. Lyons and Ms. Kachour fulfill the qualifications for a historic preservation professional outlined in Title 36 of the Code of Federal Regulations, Part 61. Their résumés are included in **Appendix A**.

2. REGULATORY FRAMEWORK

Generally, a lead agency must consider a property a historical resource under CEQA if it is eligible for listing in the California Register of Historical Resources (California Register). The California Register is modeled after the National Register of Historic Places (National Register). Furthermore, a property is presumed to be historically significant if it is listed in a local register of historical resources or has been identified as historically significant in a historic resources survey (provided certain statutory criteria and requirements are satisfied) unless a preponderance of evidence demonstrates that the property is not historically or culturally significant.³ A lead agency may also treat a resource as historic if it meets statutory requirements and substantial evidence supports the conclusion. The National Register, California Register, and City of Ontario local designation programs are discussed below.

2.1 National Register of Historic Places

The National Register is "an authoritative guide to be used by federal, state, and local governments, private groups, and citizens to identify the nation's cultural resources and to indicate what properties should be considered for protection from destruction or impairment."⁴

Criteria

To be eligible for listing in the National Register, a property must be at least 50 years of age (unless the property is of "exceptional importance") and possess significance in American history and culture, architecture, or archaeology. A property of potential significance must meet one or more of the following four established criteria:⁵

- A. Associated with events that have made a significant contribution to the broad patterns of our history; or
- B. Associated with the lives of persons significant in our past; or
- C. Embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. Yield, or may be likely to yield, information important in prehistory or history.

Context

To be eligible for listing in the National Register, a property must be significant within a historic context. *National Register Bulletin #15* states that the significance of a historic property can be judged only when it is evaluated within its historic context. Historic contexts are "those patterns, themes, or trends in history by which a specific...property or site is understood and its meaning...is made clear."⁶ A property must represent an important aspect of the area's history or prehistory and possess the requisite integrity to qualify for the National Register.

³ Public Resources Code §5024.1 and 14 California Code of Regulations §4850 & §15064.5(a)(2).

⁴ Title 36 Code of Federal Regulations Part 60.2.

⁵ Title 36 Code of Federal Regulations Part 60.4.

⁶ "National Register Bulletin #15: How to Apply the National Register Criteria for Evaluation," U.S. Department of the Interior, National Park Service, Cultural Resources, eds. Patrick Andrus and Rebecca



Integrity

In addition to possessing significance within a historic context, to be eligible for listing in the National Register a property must have integrity. Integrity is defined in *National Register Bulletin #15* as "the ability of a property to convey its significance."⁷ Within the concept of integrity, the National Register recognizes the following seven aspects or qualities that in various combinations define integrity: feeling, association, workmanship, location, design, setting, and materials. Integrity is based on significance: why, where, and when a property is important. Thus, the significance of the property must be fully established before the integrity is analyzed.

2.2 California Register of Historical Resources

The California Register was established in 1992 by Assembly Bill 2881. The California Register is an authoritative guide used by state and local agencies, private groups, and citizens to identify historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse impacts.⁸

The California Register consists of properties that are listed automatically as well as those that must be nominated through an application and public hearing process. The California Register automatically includes the following:

- California properties listed in the National Register and those formally determined eligible for the National Register;
- State Historical Landmarks from No. 0770 onward; and
- Those California Points of Historical Interest that have been evaluated by the State Office of Historic Preservation (SOHP) and have been recommended to the State Historical Resources Commission for inclusion on the California Register.⁹

Criteria and Integrity

For those properties not automatically listed, the criteria to determine eligibility for listing in the California Register are based upon National Register criteria, but are identified as 1-4 instead of A-D. To be eligible for listing in the California Register, a property generally must be at least 50 years of age and must possess significance at the local, state, or national level, under one or more of the following four criteria:

1. It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States; or
2. It is associated with the lives of persons important to local, California, or national history; or
3. It embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values; or

Shrimpton, accessed August 21, 2019, https://www.nps.gov/subjects/nationalregister/upload/NRB-15_web508.pdf, 7-8.

⁷ "National Register Bulletin #15," 44-45.

⁸ Public Resources Code §5024.1 (a).

⁹ Public Resources Code §5024.1 (d).



4. It has yielded, or has the potential to yield, information important in the prehistory or history of the local area, California, or the nation.

Properties eligible for listing in the California Register may include buildings, sites, structures, objects, and historic districts. It is possible that properties may not retain sufficient integrity to meet the criteria for listing in the National Register, but they may still be eligible for listing in the California Register. An altered property may still have sufficient integrity for the California Register if it maintains the potential to yield significant scientific or historical information or specific data.¹⁰

A property less than 50 years of age may be eligible if it can be demonstrated that sufficient time has passed to understand its historical importance.¹¹

The California Register may also include properties identified during historic resource surveys. However, the survey must meet all of the following criteria:¹²

1. The survey has been or will be included in the State Historic Resources Inventory;
2. The survey and the survey documentation were prepared in accordance with office [SOHP] procedures and requirements;
3. The resource is evaluated and determined by the office [SOHP] to have a significance rating of Category 1 to 5 on a DPR Form 523; and
4. If the survey is five or more years old at the time of its nomination for inclusion in the California Register, the survey is updated to identify historical resources that have become eligible or ineligible due to changed circumstances or further documentation and those that have been demolished or altered in a manner that substantially diminishes the significance of the resource.

SOHP Survey Methodology

The evaluation instructions prescribed by the SOHP in its *Instructions for Recording Historical Resources* include Status Codes for use in classifying potential historical resources. In 2003, the Status Codes were revised to address the California Register. These Status Codes are used statewide in the preparation of historical resource surveys and evaluation reports. The first code is a number that indicates the general category of evaluation. The second code is a letter that indicates whether the property is separately eligible (S), eligible as part of a district (D), or both (B). There is sometimes a third code that describes some of the circumstances or conditions of the evaluation. The general evaluation categories are as follows:

1. Listed in the National Register or the California Register.
2. Determined eligible for listing in the National Register or the California Register.
3. Appears eligible for listing in the National Register or the California Register through survey evaluation.

¹⁰ Title 14 California Code of Regulations §4852 (c).

¹¹ Title 14 California Code of Regulations §4852 (d) (2).

¹² Public Resources Code §5024.1.



4. Appears eligible for listing in the National Register or the California Register through other evaluation.
5. Recognized as historically significant by local government.
6. Not eligible for listing or designation as specified.
7. Not evaluated or needs re-evaluation.

The specific Status Codes referred to in this report are as follows:

5S2 Individual property that is eligible for local listing or designation.

2.3 Historic Preservation Ordinance of the City of Ontario

2.3 Historic Preservation Ordinance of the City of Ontario¹³

Chapter 4, Section 4.02.040: Historic Preservation of the Ontario Development Code establishes the criteria under which a property or collection of properties may be eligible for listing on the Ontario Register of Historic Resources as a City of Ontario Historic Landmark, Historic District, or Architectural Conservation Area. Further discussion of the treatment of historic resources is located in Division 7.01 – Historic Preservation specifies procedures for designation and review procedures related to historic resources in the City of Ontario. Only the criteria for individual resources is discussed below.

A historic resource may be designated an “historic landmark” by the City if it meets the criteria for listing in the National Register of Historic Places or the California Register of Historic Resources, or it meets one or more of the following criteria:

- a . The historic resource exemplifies or reflects special elements of the City's history;
- b . The historic resource is identified with persons or events significant in local, state, or national history;
- c . The historic resource is representative of the work of a notable builder, designer, architect, or artist;
- d . The historic resource embodies distinguishing architectural characteristics of a style, type, period, or method of construction;
- e . The historic resource is a noteworthy example of the use of indigenous materials or craftsmanship;

¹³ City of Ontario Development Code 4.02.040 - Historic Preservation, Accessed September 30, 2020: https://www.ontarioca.gov/sites/default/files/Ontario-Files/Planning/Documents/chapter_4_0_-_permits_actions_and_decisions_20170606.pdf ; City of Ontario Development Code Chapter 7.0: Historic Preservation Division 7.01—Historic Preservation, Accessed September 30, 2020, <https://www.ontarioca.gov/sites/default/files/Ontario-Files/Planning/Documents/Planning%20Documents/Development%20Code/Chapter%207.0%20Historic%20Preservation.pdf>



- f . The historic resource embodies elements that represent a significant structural, engineering, or architectural achievement or innovation;
- g . The historic resource has a unique location, a singular physical characteristic, or is an established and familiar visual feature of a neighborhood, community, or the City;
- h . The historic resource is one of the few remaining examples in the City, region, state or nation, possessing distinguishing characteristics of an architectural or historical type or specimen: or
- i. The historic resource has yielded, or is likely to yield, information important to the City's history or prehistory.

In addition to the “significance,” historic resources must have “integrity” for the time in which they are “significant.” Only after significance has been established, should the issue of integrity be addressed. As specified in the ordinance, the aspects of integrity mirror those of the National Register: design, setting, materials, workmanship, location, feeling, and association.

3. ENVIRONMENTAL SETTING

3.1 Brief History of the Area¹⁴

The Subject Property is located in the southwestern portion of the City of Ontario in the Chino Valley area of San Bernardino County. The area is now characterized by sprawling suburban residential and commercial development from the mid to late twentieth century. The area is connected to the larger region by an extensive network of highways.

Ontario, California was founded in September 1882 by brothers George and William B. Chaffey, and named after their hometown, Ontario, Canada. The City gradually grew from .38 square miles when it was initially founded to 50 square miles today. Ontario first developed as an agricultural community, largely, but not exclusively, devoted to the citrus industry. In addition to oranges, the production of peaches, walnuts, lemons, olives, and grapes were also important to the growth of Ontario and the neighboring city of Upland. Dairies began to emerge on the outskirts of town limits in the 1890s. While the area remained primarily agricultural through the 1950s, encroaching suburban development led to the establishment of protected agricultural zones at the city's perimeter.



Figure 3: Entrance to the Subject Property, view from S. Campus Avenue facing west (GPA, 2020)

¹⁴ "Historic Preservation," City of Ontario, accessed September 24, 2020, <https://www.ontarioca.gov/Planning/HistoricPreservation>; Galvin & Associates, *The City of Ontario's Historic Context for the New Model Colony Area* (Ontario: 2004), 4.

3.2 Description and History of the Subject Property

The Subject Property comprises multiple buildings and structures related to its historic function as a dairy farm from 1927 to 1959 as well as buildings and structures added since the dairy farm ceased operations. Permit records for the construction of buildings and structures could not be located. Dates of construction are primarily estimates based on historic aerial photographs. The main entrance of the property is located on the west side of S. Campus Avenue.

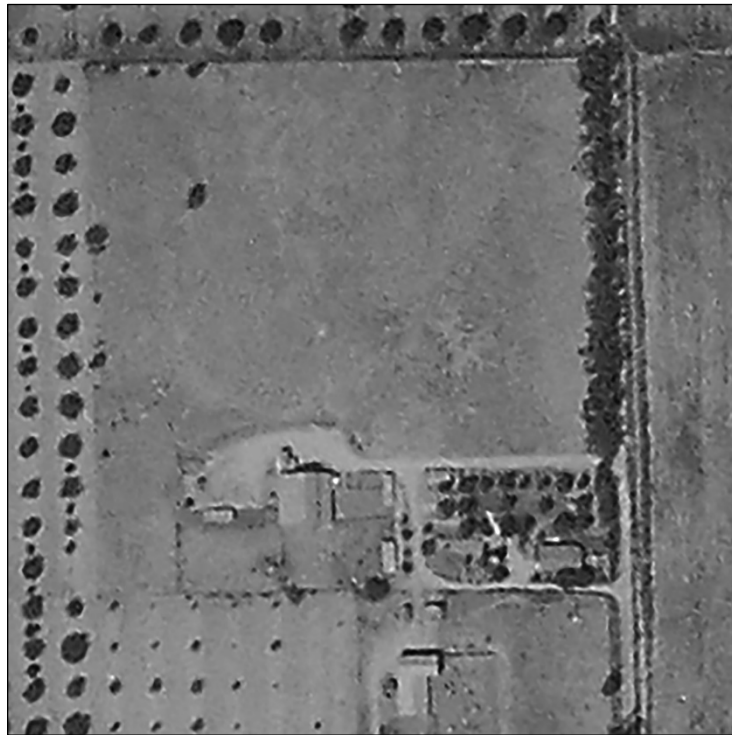


Figure 4: The subject property in 1935 (UCSB Aerial photograph archives)

The area comprising the Subject Property was once part of a larger dairy farm. An additional milking barn (demolished, visible in the lower center of Figure 4) was located south of the Subject Property.

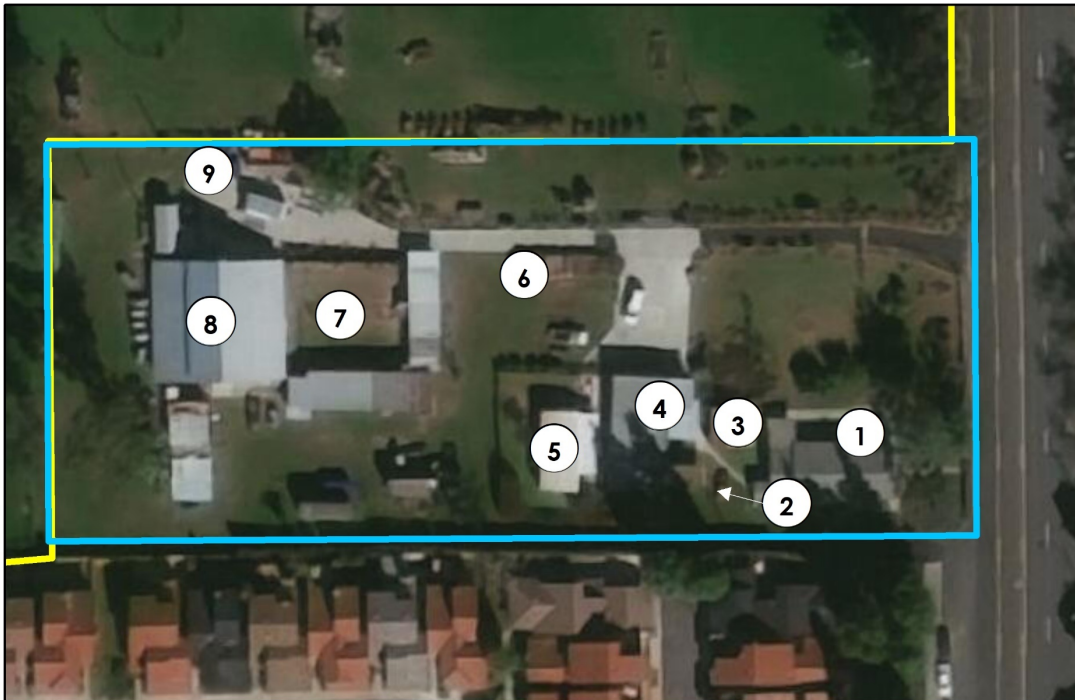


Figure 5: Subject Property. Map references for buildings and structures correspond to descriptions below (base map: ESRI)

Residence (Map Reference 1)

The residence is located at the southeastern portion of the property, fronting S. Campus Avenue. The immediate setting of the residence is a concrete pad surrounded by a small lawn. The primary elevation of the residence is framed by two pine trees.

The residence is rectangular in plan and symmetrical with a front gable roof. The style is predominantly vernacular, though the battered columns on the front porch suggest Craftsman influences. The roof is asphalt shingles with a slight overhanging eave. The residence has wood clapboard siding. The primary elevation is framed by battered, stucco pillars supporting the porch. An enclosed full-width front porch has a central, single wood frame door. The porch is infilled with glass brick above a painted brick base. Across all elevations, fenestration is primarily wood sash, double-hung, one-over-one. A stucco chimney on the north side elevation has been truncated at the roofline. The rear elevation has an off-center single door entrance and a covered walkway leading to the garage (map reference 3).

The residence was constructed c. 1928. Major alterations since initial construction include the enclosure of the front porch, likely in the 1980s though the exact date is unknown. The front gable end on the primary elevation was originally a vertical wood slat design (see Figure 9). The gable end is now solid. The rear elevation was also modified with an addition after 1960. Original materials, such as the roof and some windows, have been replaced.



Figure 6: Residence, primary elevation, view facing northwest (GPA, 2020)



Figure 7: Residence, view facing southwest (GPA, 2020)



Figure 8: Residence, rear elevation, View facing northeast (GPA, 2020)



Figure 9: Residence, primary elevation with Madeline Sr, Joseph Jr., and Madeline Jr. c. 1929 (Schmidt Family photograph)



Figure 10: Residence, rear elevation with Madeline Jr. and Anthony Schmidt, c. 1959 (Schmidt Family photograph)

Pumphouse (Map Reference 2)



Figure 11: Pumphouse, view facing west (GPA, 2020)

The pumphouse is located west of the residence. The pumphouse is a square plan, two-story canted wood structure with an overhanging flat roof. An entrance on the east side is shaded by a projecting flat roof that spans the length of the elevation. While the form is symmetrical, the fenestration pattern is irregular.

The pumphouse has been substantially altered. Though it retains its general form and original location, the water tank has been removed (supports remain); original cladding has been replaced; some original wood sash fenestration has been replaced with vinyl (though original openings remain).

The date of construction for the pumphouse is unknown; however, the form appears on the earliest available aerial photographs from 1938.

Garage (Map Reference 3)



Figure 12: Garage, view facing south (GPA, 2020)

The garage is a front gable structure with corrugated metal panel cladding and roof material. The garage is oriented to the north and located west of the residence.

The garage was constructed between 1959 and 1966.

Carport (Map Reference 4)

Figure 13: Carport, view facing southwest (GPA, 2020)

To the west of the garage is a large, open carport. The carport is constructed of wood beams and corrugated metal sheets. It has a shed roof with a slight overhang. The carport is completely open on the north side, with corrugated metal cladding on the other elevations.

The carport was constructed between 1980 and 1994.

Modular Home (Map Reference 5)

Figure 14: Modular home, view facing south (GPA, 2020)

To the west of the carport is a modular home with an enclosed yard. The modular home was installed on the property between 1994 and 2002.

Chicken Coop (Map Reference 6)

Figure 15: Chicken coop, view facing northeast (GPA, 2020)

A chicken coop constructed of corrugated sheet metal and wood is located on the northeast side of the corral area between the barn and the residence. The chicken coop is a vernacular structure, oriented with openings to the south. It has a shed roof.

The chicken coop was constructed on the property between 1939 and 1946. Alterations to the structure and how much of the original material is intact are unknown.

Corral (Map Reference 7)

Figure 16: Corral area, view facing north (GPA, 2020)

The corral area is located adjacent to the east side of the barn. The corral has several shaded structures around its perimeter. The structures are constructed of metal pipe railing with corrugated metal sheet roofs.

Historic aerial photographs indicate the corral and shade structures within it have been reconfigured repeatedly throughout the property's development and the precise date of construction could not be determined.

Barn (Map Reference 8)

The barn is simple barn with loft: a double-height volume building constructed of wood with vertical wood plank cladding. The form is a front gable, double-height central portion with shed roof wings to either side. Exposed rafter and purlin tails support a standing seam metal roof. Corrugated metal panels with a horizontal orientation are set below the overhang of the central gable. The barn has a north-south orientation, with large sliding doors on north and south elevations.

The barn was the first building constructed on the property in 1927. A utilitarian building, the barn has been repaired continuously since its initial construction. It maintains its original form, footprint, and cladding. The original tin roof was removed in the 2000s and replaced with a standing seam metal roof.



Figure 17: Barn, north (primary) and east (side) elevations, view facing southwest (GPA, 2020)



Figure 18: Barn, south (rear) elevation, view facing northwest (GPA, 2020)



Figure 19: Barn, east (side) elevation, view facing west from corral (GPA, 2020)



Figure 20: Barn, north (primary) elevation, view facing southwest (GPA, 2020)



Figure 21: Barn, east (side) elevation, view facing west from corral c.1940s (Schmidt Family photograph)

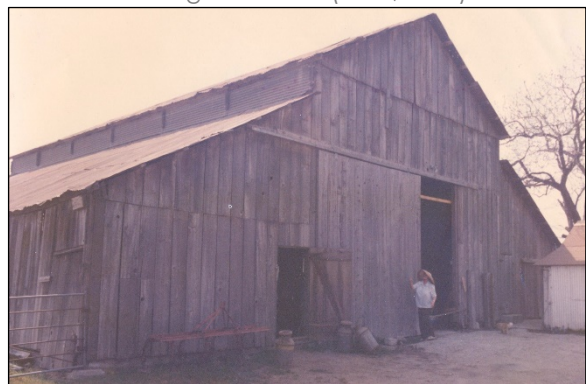


Figure 22: north (primary) elevation, view facing southwest c. 1980s (Schmidt Family photograph)

Storage Container (Map Reference 9)



Figure 23: Storage container, view facing northeast
(GPA, 2020)

To the north of the barn is a storage container. There are numerous storage containers on the property; however, this storage container has been modified with a wood façade and projecting full-length awning. The storage container was brought to the property after 1994.

Ownership and Tenant History

Inderbitzen Dairy Farm was established on the Subject Property in 1927. Joseph W. Inderbitzen (1883-1959) and Madeline Lena Reichmuth Inderbitzen (1888-1943) were natives of Switzerland. They emigrated to the United States in 1913. They had two children, also named Joseph (1919-2000) and Madeline (1921-2014), before arriving in an area then at the periphery of Ontario and starting their dairy farm. With more than 60 cows in their herd, the Inderbitzen Dairy Farm was one of the largest in the area in 1927.¹⁵ Census records from 1930 show the family living on the farm with employee Joe Betchart, also a native of Switzerland.¹⁶ By 1940, only the Inderbitzens and their daughter Madeline lived on the property.¹⁷

According to current owner Anthony Schmidt, his mother, the Inderbitzens' daughter Madeline Inderbitzen Schmidt, a nurse, took over the management of the property following the death of Joseph Sr. in 1959. The dairy operation closed under Mrs. Schmidt's management and the property was used primarily for boarding horses. The property is currently owned by the Schmidt family and is no longer used for agricultural purposes.

¹⁵ "Nearly Three Thousand Cows on Test," *Los Angeles Times*, March 6, 1927, J14.

¹⁶ Ancestry.com, 1930 United States Federal Census, accessed September 22, 2020.

¹⁷ Ancestry.com, 1940 United States Federal Census, accessed September 22, 2020.

4. HISTORIC CONTEXTS

4.1 Historic Context: Dairy Farming in Ontario and the Chino Valley¹⁸

There were three distinct phases of dairy farming in Southern California:

- *Pre-1930: Rural Residential or Free-Grazing Dairy Properties*
- *1930-1949: Dry lot Dairying with Mechanization*
- *Post-1950: Scientific, Large Capacity Dairies*

The Subject Property operated as a dairy farm from 1927 until the death of original owner Joseph Inderbitzen in 1959. The period of operation for the Inderbitzen Dairy Farm occurred through all three phases; however, the property reflects a hybrid of the rural residential and dry lot periods in which the farm was initially built and operating.

Pre-1930: Rural Residential or Free-Grazing Dairy Properties¹⁹

The first phase of organized dairy farming in the Chino Valley occurred between 1900 and 1930 and consisted of free grazing the cattle. The dairies operating before the 1930s were small family concerns consisting of five or six acres. The dairies were scattered throughout Los Angeles and San Bernardino counties at the peripheries of major metropolitan centers to service the areas with the largest populations.²⁰ In the 1920s, the industry began to change from free-grazing dairying to dry lot dairying. Specialized dairy farmers began to import feed to support larger herds. Each dairy would not only milk the cows but would also process their own products for market. Some of the early dairies would sell their milk and products right from the dairy.

A property developed during this period typically consisted of less than nine (9) acres. In the vicinity of Ontario, most dairies were located near Riverside Drive or Euclid Avenue or a few streets south or east from these major arterials, as these areas historically made up the periphery of Ontario to the north and Chino to the west. Properties that represent this period had few dairy buildings and structures located on the property because the cattle were allowed to range free within the fields. Many early dairies operated on leased land; therefore, the dairy operations may not have left evidence of residential buildings behind if the dairies were not operated and homesteaded by the parcel owner. The farms typically comprised a residence, a detached garage, a modest dairy building, and an expanse of open space.²¹ The residences were often constructed in the architectural styles that were popular during the day; either folk Victorian or Craftsman.²²

The physical relationships of buildings and structures within the property boundaries demonstrate how the early dairy farmers lived. The dairies were run by a single family who lived and worked on the land. The absence of dairy buildings demonstrates how the cows were allowed to free-range within the field and the farmers would corral the cows to milk them. Around the turn of the century,

¹⁸ "Historic Preservation," City of Ontario, accessed September 24, 2020, <https://www.ontarioca.gov/Planning/HistoricPreservation>.

¹⁹ Primarily excerpted from: Galvin & Associates, *The City of Ontario's Historic Context for the New Model Colony Area* (Ontario: 2004), 4.

²⁰ Galvin & Associates, 12.

²¹ Galvin & Associates, 40-41.

²² Galvin & Associates, 42.

the milking may have been done in the large barns and later, closer to the 1930s, in the modest milking parlors. The barns also may have been used to store hay and grain to feed the cows during the winter months.

The large barn was typically set back from the main residence and might be a transverse crib barn or simple barn with loft. Extant barns are incredibly rare; there are less than a dozen of these types of barns located within the study area for the previous survey of dairy farming properties in Ontario. These barns may represent non-dairy agricultural operations as well. Some of the pre-1930 dairy properties also had early milking parlors constructed in the “flat style.”

There are relatively few properties in Ontario that are associated with the historical context of Pre-1930 Rural Residential or Free-Grazing Dairy Properties. This is due to the fact that dairying at this time was still largely concentrated around the Artesia area of Los Angeles County.



Figure 24: Inderbitzen Dairy Farm, c. 1930s (Schmidt Family photograph)

1931-1949: Dry Lot Dairying with Mechanization²³

The second phase of dairy farming in the Chino Valley occurred between 1931 and 1949. This second phase of dairying marked a change from free-grazing dairying to dry lot dairying with the mechanization of milking. The early properties that developed during this period were still located on relatively small lots, consisting of less than nine (9) acres. The mechanization of dairying advanced on the eve of the Second World War, allowing the dairy farmers to milk more cows, increasing the size of their herds and the acreage of their farms. The layout of the dairy property also changed as the dairy operation began to introduce new farming equipment for the mechanization process.

The size of the early dairy operations was still relatively small, limited to less than 100 head of cattle, due to the limitations of hand-milking the cows. The cows were contained in stalls within a barn

²³ Galvin & Associates, 48-50.



and fed as they were milked. In the 1930s, government officials began to fight diseases such as tuberculosis by passing sanitation requirements for dairies. As the 1930s progressed, new milking parlors were constructed to meet cleanliness standards. These milking parlors were constructed of concrete block with smooth stucco finish and had concrete stalls for the cows to stand in. The cows were washed before being milked. The milk was then housed in the front of the milking parlor in large storage tanks and kept at a constantly cold temperature until transferred into the milk trucks for delivery. Milking parlors and new health standards required a more mechanized approach to milking the cattle. This mechanization allowed for the dairies to grow in size as more cattle could be milked in a day. Many operations shifted to supply milk to larger dairy operations or associations for resale.

This era was a time of growth for dairy farming in Ontario as residential development encroached on other former dairy areas closer to Los Angeles. Dairies re-located to the peripheries of the towns of Chino and Ontario.

The physical relationship of buildings and structures within the boundaries of a property that was constructed between 1931 and 1949 demonstrates how the dairy farmers lived and operated their dairy farms during this period. These dairies were still operated by a single family who lived and worked on the farm. However, extended families often lived on one farm. Additional houses were constructed on the properties to accommodate extended families. Dairy properties that were constructed between 1931 and 1949 will typically have at least one residence, and often more than one residence designed in a similar architectural style, a detached or attached one-car garage, an Art Deco or Streamline Moderne style milking parlor, some pole structures, or small silos, grain bins, etc, and an expanse of open space. The residences that are located on the 1931-1949 dairy properties are generally constructed in the architectural styles that were popular during the day; either Minimal Traditional or early Ranch style.

5. EVALUATION OF SUBJECT PROPERTY

5.1 National Register of Historic Places

Criterion A

To be eligible for listing in the National Register under Criterion A, a resource must have a direct association with events that have made a significant contribution to the broad patterns of our history. The City of Ontario's *Historic Context for the New Model Colony Area*, which provides an extensive history of the dairy industry in Ontario and the Chino Valley, was used to determine the relevant themes for evaluating the Subject Property under Criterion A. These include:

- *Pre-1930: Rural Residential or Free-Grazing Dairy Properties*
- *1931-1949: Dry Lot Dairying with Mechanization*

Properties significant for an association with these two themes generally comprise a residence dating to the period that exhibits little alteration, a barn (either a crib barn, large barn with loft, or early milking parlor, or one of each), a circular driveway, and open space to the rear of the property. The property may have a detached one-car garage, but this characteristic is not essential. The buildings and structures retain their original uses or may be abandoned but should clearly depict their original operational uses. Dairies of both periods reflect a time when the farms were operated by a single family who lived and worked on the land.

The Inderbitzen Dairy Farm operated from 1927 to 1959, a period that spans several phases of dairy farming in Ontario. The Inderbitzen Dairy Farm had a large capacity operation with a relatively big herd. The Subject Property, which comprising the buildings but not the entire original acreage of the Inderbitzen Dairy Farm, reflects the beginnings of the dry lot dairying period when dairy operations began to expand. The Subject Property retains the original residence, a barn, and open space, which are three of the elements that characterize properties significant under this historic theme. The extant garage was constructed after the period of significance.

In National Register Bulletin #15, the guidance under Criterion A clarifies that "Mere association with historic events or trends is not enough, in and of itself, to qualify under Criterion A: the property's specific association must be considered important as well."²⁴ While the Subject Property is a typical example of a dry lot dairy farm and appears to meet the basic criteria for the dry lot dairy farm property type, research did not indicate the Inderbitzen Dairy Farm played a significant role in the development of dairy farming in Ontario or the Chino Valley. The Inderbitzen Dairy Farm was associated with a trend of agricultural development, but does not appear to have a specific, significant association.

The Subject Property does not appear to be significant under National Register Criterion A for an association with the history of the dairy industry in Ontario and does not appear eligible for listing under National Register Criterion A.

²⁴ "National Register Bulletin #15," 12.

Criterion B

To be eligible for listing in the National Register under Criterion B, a property must be associated with the lives of persons significant in our past.

Members of the Inderbitzen family were active members of the dairy farming community in Ontario for many decades. No information was found to indicate that any members of the Inderbitzen family or other individuals associated with the Subject Property may be considered historic personages, or that any other individuals of historic significance were closely associated with the property.

The Subject Property does not appear eligible for listing under National Register Criterion B.

Criterion C

To be eligible for listing in the National Register under Criterion C, a property must embody the distinctive characteristics of a type, period, or method of construction, represent the work of a master, or possess high artistic values.

The Subject Property comprises buildings constructed primarily between 1927 and 1959 for use as a dairy farm. The Subject Property retains buildings typical of the dairy farm property type from this period: a large milking barn, adjacent single-family residence, and minimal ancillary structures.

National Register Bulletin #15 clarifies that "distinctive characteristics" are the physical features or traits that commonly recur in individual types, periods, or methods of construction. To be eligible, a property must clearly contain enough of those characteristics to be considered a true representative of a particular type, period, or method of construction. The property should be an important example of the type, not just a typical example.²⁵

While the buildings and structures on the Subject Property reflect the characteristics of the dry lot dairy farm property type, they appear to be typical examples. No information was found to indicate the buildings and structures of the Inderbitzen Dairy Farm are singular or important examples of their type. The extant buildings on the Subject Property reflect typical construction methods of the time. Before alterations, the single-family residence was a typical example of a vernacular house with Craftsman influences. The barn also appears to be a typical example of its type. While the Subject Property possesses the features of the dairy farm property type, it does not appear to be eligible under this aspect of Criterion C because it appears to be a typical example of the property type.

The buildings are utilitarian, reflecting their purpose but absent of architectural flourishes, ornament, or distinguishing aesthetic features. The barn and residence are vernacular buildings; no information was found on the architect or builder for the buildings. The barn is a vernacular design and appears to be a standard plan and layout. There is no indication that buildings on the Subject Property are the work of a master distinguished by work that is recognized as unique in the field of dairy farm design.

The last two aspects of Criterion C do not apply to the Subject Property. The possession of high artistic values refers to a property's articulation of a particular concept of design so fully that it

²⁵"National Register Bulletin #15," 17.



expresses an aesthetic ideal.²⁶ A property eligible under this aspect of Criterion C would need to possess ornamentation and detail to lend it high artistic value, which the Subject Property does not possess. Nor does the Subject Property represent a significant and distinguishable entity whose components lack individual distinction, which generally applies to historic districts that are significant under one or more of the criteria above.

Criterion D

Criterion D generally applies to archeological resources; therefore, it was not considered as part of this evaluation.

5.2 California Register of Historical Resources

The California Register criteria for eligibility mirror those of the National Register. Therefore, the Subject Property does not appear to meet the criteria for eligibility for listing in California Register.

5.3 City of Ontario Historic Landmark

The Subject Property does not appear to meet the criteria for eligibility for listing in the National Register and California Register and would therefore not be eligible for listing as a City of Ontario Historic Landmark for these reasons. The City has additional criteria for listing:

a . The historic resource exemplifies or reflects special elements of the City's history.

Dairy farming is considered a special element of the City's history. The Subject Property reflects the historic period of *Pre-1930: Rural Residential or Free-Grazing Dairy Properties* and *1931-1949: Dry Lot Dairying with Mechanization*. These were significant elements of the City of Ontario's growth as a center of dairy agriculture in the Chino Valley during the twentieth century.

b . The historic resource is identified with persons or events significant in local, state, or national history.

Dairy farming in the Chino Valley was a significant event reflecting a historic period of agricultural development. As described above under National Register Criterion A, the Inderbitzen Dairy Farm is identified with a significant historic period in local history. This association does not rise to the level of significance for the National Register; however, mere identification appears to be sufficient for the Subject Property to be eligible under this local criteria.

As described above under National Register Criterion B, the Inderbitzen Dairy Farm does not appear to be associated with historic personages.

c . The historic resource is representative of the work of a notable builder, designer, architect, or artist.

The Subject Property is a vernacular property that is not representative of the work of a notable builder, designer, architect, or artist.

²⁶ "National Register Bulletin #15," 20.



d: The historic resource embodies distinguishing architectural characteristics of a style, type, period, or method of construction.

As described above under National Register Criterion C, the Subject Property reflects the dairy farm type with its large milking barn, adjacent single family residence, and minimal ancillary structures. The distinguishing architectural characteristics of the dairy farm property type are all present on the Subject Property; therefore, the Subject Property appears to be eligible under this local criteria.

e: The historic resource is a noteworthy example of the use of indigenous materials or craftsmanship.

The Subject Property is not a noteworthy example of the use of indigenous materials or craftsmanship.

f: The historic resource embodies elements that represent a significant structural, engineering, or architectural achievement or innovation.

As described above under National Register Criterion C, the Subject Property does not appear to represent a significant structural, engineering, or architectural achievement or innovation. The Subject Property is a vernacular dairy farm; its buildings and structures are typical examples of the property type.

g. The historic resource has a unique location, a singular physical characteristic, or is an established and familiar visual feature of a neighborhood, community, or the City.

The Subject Property is located along S. Campus Avenue, a wide north-south thoroughfare. This location is not unique to dairy farms in the Chino Valley, as historically many farms were located along this road and adjacent north-south streets at the periphery of Ontario.

The Subject Property does not appear to have a singular physical characteristic.

An established visual feature of the community is generally more visually iconic and broadly recognizable than the Subject Property. The majority of the farm is not visible from the public right-of-way. The residence and its landscaping features, as well as a windbreak of eucalyptus trees along the length of former grazing areas north of the dairy farm entrance, are the only historic elements of the Subject Property that are visible from the public right-of-way. These elements of the Subject Property do not appear to be visually iconic and broadly recognizable as elements of history dairy property.

h: The historic resource is one of the few remaining examples in the City, region, state or nation, possessing distinguishing characteristics of an architectural or historical type or specimen.

A mid-twentieth century dairy farm is not a rare property in the nation or state. At one point in the late 1980s, about 400 dairies were located in San Bernardino County alone, making it the largest milk-producing county in the nation. However, many of these dairies were constructed after 1950 and few retain buildings and structures related to the historic periods of dairying before 1950.

A survey of the City of Ontario's New Model Colony Area was completed in 2004 and identified 52 properties reflecting the *Pre-1930 Rural Residential or Free-Grazing Dairy*

Farming period and approximately 117 properties reflecting the *1931-1949: Dry Lot Dairying with Mechanization* period. These properties were not evaluated; they were merely identified in a reconnaissance survey. The survey found that extant barns are incredibly rare; there are less than a dozen barns of the period located within the study areas for the previous survey of dairy farming properties in Ontario.

The Subject Property is a rare remaining example of its property type. The Subject Property appears to be one of the few remaining examples of a dairy farm with its barn from its historic period within the City of Ontario and appear eligible under local criteria h.

i. The historic resource has yielded, or is likely to yield, information important to the City's history or prehistory.

This criteria generally applies to archeological resources; therefore, it was not considered as part of this evaluation.

5.4 Integrity

The Subject Property appears eligible for listing as a City of Ontario Historic Landmark under criteria a, b, d, and h. To be eligible for listing as a City of Ontario Historic Landmark, properties must retain their physical integrity from the period in which they gained significance. For historically significant properties, the period of significance is usually measured by the length of the historic associations.

The Subject Property operated as a dairy farm from 1927 until the death of original owner Joseph Inderbitzen in 1959. The period of significance for the Subject Property is 1927 to 1959.

Following is a point-by-point analysis of the seven aspects of integrity:

Location – The place where the historic property was constructed or the place where the historic event occurred.

The residence, barn, and ancillary structures have not been moved. Therefore, they retain integrity of location.

Materials – The physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.

Alterations have affected the integrity of materials for all buildings and structures on the Subject Property except for the barn. The residence has been substantially altered with the enclosure of the porch. The pumphouse has lost original materials (the water tank) and original windows have been replaced. Other structures on the Subject Property appear modified or were constructed of utilitarian materials replaced over time. The barn retains integrity of materials despite alterations; the roof was replaced with a compatible, contemporary material. Overall, the integrity of materials for the Subject Property has been compromised by cumulative modifications.

Design – The combination of elements that create the form, plan, space, structure, and style of a property.

The original design of the residence is no longer evident due to the cumulative effect of alterations, primarily the infill of the front porch. Ancillary structures such as the pumphouse



have also been altered since initial construction. The original design of the barn remains intact. Overall integrity of design of the Subject Property has been compromised.

Workmanship – The physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.

The techniques used in the construction of the residence and ancillary buildings have been diminished as original materials have been removed and/or replaced. The barn has not been altered as substantially and retains integrity of workmanship. Overall integrity of workmanship has been compromised for the Subject Property.

Feeling – A property's expression of the aesthetic or historic sense of a particular period of time.

Additions to the Subject Property, including the construction of the carport and addition of modular living quarters and storage containers detract from the overall feeling of a historic dairy farm property. However, the cumulative effect of these additions to the Subject Property does not diminish a feeling that the Subject Property was historically used for agricultural purposes. Integrity of feeling appears intact.

Setting – The physical environment of the historic property.

Historically, the setting of the Subject Property was agricultural. The Subject Property was part of a larger dairy farm. Surrounding properties were used as orchards or for other agricultural purposes. This broader setting is no longer intact. The agricultural property surrounding the Subject Property has been developed with residential subdivisions. The broad setting is no longer characterized by rural and agricultural properties; therefore, the overall integrity of setting is diminished.

The immediate setting has also been compromised by the reduced acreage of the Subject Property since its original function as the Inderbitzen Dairy Farm. Historically, the Subject Property was a larger dairy farm. Elements of the immediate setting, such as the eucalyptus windbreak along S. Campus Avenue and the older trees framing the entrance of the residence convey some of the historic setting; however, overall integrity of setting has been lost.

Association – The direct link between an important event or person and a historic property.

The Subject Property retains integrity of association. The Subject Property is a direct physical link and is sufficiently intact to reflect its history as a dairy farm from the *Pre-1930: Rural Residential or Free-Grazing Dairy Properties* and *1931-1949: Dry Lot Dairying with Mechanization* periods.

Summary of Evaluation

The dairy farm property type is not a single building, but a collection of buildings and structures that operated together to meet farming functions. The Subject Property overall retains integrity of location, feeling, and association. The barn appears intact. The integrity of design, materials, workmanship, and setting have been compromised by alterations to some elements of the property since the period of significance. However, the Subject Property appears to retain sufficient integrity to convey significance under City of Ontario



criteria a, b, d, and h within the *Pre-1930: Rural Residential or Free-Grazing Dairy Properties* and *1931-1949: Dry Lot Dairying with Mechanization* historic contexts.

6. CONCLUSIONS

GPA evaluated the Subject Property for significance under the National Register, California Register, and City of Ontario Historic Landmark criteria. GPA concluded that the Subject Property does not appear to be eligible for listing in the National or California Register. GPA concluded that the Subject Property appears to retain sufficient integrity to convey significance under City of Ontario criteria a, b, d, and h within the *Pre-1930: Rural Residential or Free-Grazing Dairy Properties* and *1931-1949: Dry Lot Dairying with Mechanization* historic contexts.

The Subject Property appears eligible under local criterion a as it exemplifies or reflects special elements of the City's history. The Subject Property appears eligible under local criterion b because it is identified with significant events in local history. The Subject Property appears eligible under local criterion d as it embodies the distinguishing characteristics of its property type. The Subject Property also appears eligible under local criterion h as a rare remaining example of its property type. The Subject Property appears to be one of the few remaining examples of a dairy farm with extant barn from its historic period within the City of Ontario.

Therefore, the Subject Property appears eligible for listing as a City of Ontario Historic Landmark and may be considered a presumptive historical resource subject to CEQA. The recommended Status Code for the property is 5S2. Further consultation with the lead agency is recommended.

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- Schmidt, A. (2020, September 18). Personal interview [Personal interview and email].

Appendix A – Résumé

ALLISON M. LYONS



Allison M. Lyons is a Senior Architectural Historian at GPA. She has been involved in the field of historic preservation since 2007. Allison graduated from Columbia University with a Master of Science in Historic Preservation. She has since worked in private historic preservation consulting in California. Allison joined GPA in 2015 and her experience has included the preparation of environmental compliance documents in accordance with the California Environmental Quality Act and Section 106 of the National Historic Preservation Act; Historic American Buildings Survey/Historic American Engineering Record recordation; large-scale historic resources surveys; Federal Rehabilitation Tax Credit and Mills Act Historic Property Contract applications; local landmark nominations; and evaluations of eligibility for a wide variety of projects and property types throughout California. She is also highly experienced in writing National Register of Historic Places nominations as well as historic context statements for local governments.

Educational Background:

- M.S., Historic Preservation, Columbia University, 2010
- B.A., European Studies, Scripps College, 2006

Professional Experience:

- GPA Consulting, Senior Architectural Historian, 2015-Present
- Chattel Inc., Associate Architectural Historian, 2013-2015
- Architectural Resources Group, Architectural Historian, 2010-2013
- Mellon Graduate Fellowship in Primary Sources, Columbia University, 2009-2010

Qualifications:

- Meets the Secretary of the Interior's Professional Qualification Standards for history and architectural history pursuant to the Code of Federal Regulations, 36 CFR Part 61, Appendix A.

Professional Activities:

- Graduate School of Architecture, Planning and Preservation, Columbia University, Alumni Board Member, 2013-Present

Selected Projects:

- San Joaquin Regional Transit District Solar Power Project, Stockton, CEQA/NEPA Section 106 Historical Resource Evaluation Report, 2020
- Leimert Bridge Seismic Retrofit, Oakland, Section 106 Supplemental Historic Property Survey Report, 2019
- Avenue 376, Traver, CEQA/NEPA Section 106 Historical Resource Evaluation Report, 2019
- Angels Landing, Los Angeles, CEQA Historical Resource Technical Report, 2018
- Monte Rio Bridge Replacement, Sonoma, CEQA/NEPA Section 106 Historical Resource Evaluation Report, 2018-present
- East Rio Bonito Bridge Widening, Biggs, CEQA/NEPA Section 106 Historical Resource Evaluation Report, 2017
- McHenry Avenue Widening, Modesto, CEQA/NEPA Section 106 Historical Resource Evaluation Report, 2017
- Los Angeles Wholesale Flower Terminal, Los Angeles, Historical Resource Evaluation Report, 2017
- City of Hope Master Plan, Duarte, CEQA Historical Resource Technical Report, 2017
- Vermont Corridor Development, Historical Resources Evaluation Report, 2017
- 8430 Reseda Boulevard, Los Angeles, CEQA Historical Resource Evaluation Report, 2016

JENNA KACHOUR



Jenna Kachour is a Senior Preservation Planner at GPA. She has been involved in the field of historic preservation since 2010. Jenna graduated from the University of Southern California with a Master of Planning and a Certificate in Historic Preservation. She has since worked in private urban planning and historic preservation consulting in California. Jenna joined GPA in 2013 and has skillfully supervised the preparation of environmental compliance documents in accordance with the California Environmental Quality Act, National Environmental Quality Act, and Section 106 of the National Historic Preservation Act for numerous transportation projects throughout California. Projects such as High Speed Rail and Interstate 605/State

Route 60 Corridor Improvement have entailed the management of historical resource surveys through multiple cities in Los Angeles County. Jenna is also experienced in preparing applications for Mills Act Historic Property Contracts as well as inspecting properties with existing contracts.

Educational Background:

- Master of Planning, University of Southern California, 2007
- Certificate, Historic Preservation, University of Southern California, 2007
- B.S., Public Policy, Management and Planning, University of Southern California, 2007

Professional Experience:

- GPA Consulting, Senior Preservation Planner, 2013-Present
- Pasadena Heritage, Preservation Director, 2010-2013
- Deborah Murphy Urban Design + Planning, Planner, 2009-2010
- Brown/Meshul, Inc. Land Use Consultants, Assistant Project Manager, 2006-2009

Qualifications:

- Meets the Secretary of the Interior's Professional Qualifications Standards for history and architectural history pursuant to the Code of Federal Regulations, 36 CFR Part 61, Appendix A.
- National Preservation Institute, Section 106: An Introduction

Selected Projects:

- High Speed Rail, Burbank to Los Angeles Project Section, CEQA/NEPA Historical Resource Technical Report, 2016-2018
- Figueroa & Flower, Los Angeles, CEQA Historical Resource Technical Report, 2018
- 949 S. Hope Street, Los Angeles, CEQA Historical Resource Technical Report, 2017
- Olympic & Figueroa, Los Angeles, CEQA Historical Resource Technical Report, 2017
- 1442-52 Tamarind Avenue, Los Angeles, CEQA Historical Resource Evaluation Report, 2016
- 1336-1400 Gordon Street, Los Angeles, CEQA Historical Resource Evaluation Report, 2016
- Sunset Junction, Los Angeles, CEQA Historical Resource Evaluation Report, 2015
- Main Street Bridge Replacement, Sutter Creek, CEQA/NEPA Historical Resource Technical Report, 2014

Appendix B – DPR Forms

State of California - The Resources Agency
 DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
 HRI #
 Trinomial
NRHP Status Code 5S2

Other Listings
 Review Code

Reviewer

Date

Page 1 of 19 *Resource Name or #: (Assigned by recorder) Inderbitzen Dairy Farm (Subject Property)

P1. Other Identifier: 2862 S Campus Avenue

*P2. Location: Not for Publication Unrestricted

*a. County San Bernardino and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad Ontario Date 1954 T 2S; R 7W; Unsectioned portion of Santa Ana Del Chino Land Grant; San Bernardino B.M.

c. Address 2862 S. Campus Avenue City Ontario Zip 91761

d. UTM: (Give more than one for large and/or linear resources) Zone __, ____ mE/ ____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)
APN 1051-531-05 and APN 1051-531-06

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The Inderbitzen Dairy Farm comprises multiple buildings and structures related to its historic function as a dairy farm from 1927 to 1959 as well as buildings and structures added since the dairy farm ceased operations. See District Record on page 2 for detailed description.

*P3b. Resource Attributes: (List attributes and codes) HP2. Single family property; HP33. Farm/ranch; HP4. Ancillary building

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)



*P4. Resources Present: Building Structure Object Site District Element of District Other (Isolates, etc.)

P5b. Description of Photo: (view, date, accession #) View of farm entrance from S. Campus Avenue, 9/18/20

*P6. Date Constructed/Age and Source: Historic Prehistoric Both

c. 1927 (oral history/aerial photos)

*P7. Owner and Address:
AGS LTD
2862 S. Campus Avenue
Ontario, CA 91761

*P8. Recorded by: (Name, affiliation, and address)
Allison Lyons
GPA Consulting
617 S. Olive Street, Suite 910
Los Angeles, CA 90014

*P9. Date Recorded: 09/25/2020

*P10. Survey Type: (Describe)

Survey - Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none.")



GPA Consulting, Inderbitzen Dairy Farm Historical Resource Evaluation Report, October 2020.


*Attachments: NONE Location Map Continuation Sheet Building, Structure, and Object Record

Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record

Artifact Record Photograph Record Other (List): _____



 Subject Property (Inderbitzen/Schmidt Farm)
 Project Boundary (proposed project site for residential development)

0 80 160
Feet 

Page 4 of 19 *NRHP Status Code 5S2 *Resource Name or # (Assigned by recorder) Inderbitzen Dairy Farm (Subject Property)

D1. Historic Name: Inderbitzen Dairy Farm D2. Common Name: Same

***D3. Detailed Description** (Discuss overall coherence of the district, its setting, visual characteristics, and minor features. List all elements of district.):

The Inderbitzen Dairy Farm comprises multiple buildings and structures related to its historic function as a dairy farm from 1927 to 1959 as well as buildings and structures added since the dairy farm ceased operations. These buildings include a residence, pumphouse, garage, carport, corral, barn, chicken coop, and storage containers.

***D4. Boundary Description** (Describe limits of district and attach map showing boundary and district elements.):

The boundary includes portions of APN 1051-531-05 and APN 1051-531-06 which retain buildings and structures related to its historic use as part of the Inderbitzen Dairy Farm (Subject Property).

***D5. Boundary Justification:**

The boundaries of the district include the extant buildings comprising the Inderbitzen Dairy Farm

D6. Significance: Theme Pre-1930: Rural Residential or Free-Grazing Dairy Properties; 1930-1949: Dry lot Dairying with Mechanization

Area Ontario, California Period of Significance c. 1927 Applicable Criteria City of Ontario Criteria 3a, 3b, 3d, 3h
(Discuss district's importance in terms of its historical context as defined by theme, period of significance, and geographic scope. Also address the integrity of the district as a whole.)

National Register of Historic Places

Criterion A

To be eligible for listing in the National Register under Criterion A, a resource must have a direct association with events that have made a significant contribution to the broad patterns of our history. The City of Ontario's *Historic Context for the New Model Colony Area*, which provides an extensive history of the dairy industry in Ontario and the Chino Valley, was used to determine the relevant themes for evaluating the Subject Property under Criterion A. These include:

- *Pre-1930: Rural Residential or Free-Grazing Dairy Properties*
- *1931-1949: Dry Lot Dairying with Mechanization*

Properties significant for an association with these two themes generally comprise a residence dating to the period that exhibits little alteration, a barn (either a crib barn, large barn with loft, or early milking parlor, or one of each), a circular driveway, and open space to the rear of the property. The property may have a detached one-car garage, but this characteristic is not essential. The buildings and structures retain their original uses or may be abandoned but should clearly depict their original operational uses. Dairies of both periods reflect a time when the farms were operated by a single family who lived and worked on the land.

The Inderbitzen Dairy Farm operated from 1927 to 1959, a period that spans several phases of dairy farming in Ontario. The Inderbitzen Dairy Farm had a large capacity operation with a relatively big herd. The Subject Property, which comprising the buildings but not the entire original acreage of the Inderbitzen Dairy Farm, reflects the beginnings of the dry lot dairying period when dairy operations began to expand. The Subject Property retains the original residence, a barn, and open space, which are three of the elements that characterize properties significant under this historic theme. The extant garage was constructed after the period of significance.

Page 5 of 19 *NRHP Status Code 5S2 *Resource Name or # (Assigned by recorder) Inderbitzen Dairy Farm (Subject Property)

D1. Historic Name: Inderbitzen Dairy Farm D2. Common Name: Same

In National Register Bulletin #15, the guidance under Criterion A clarifies that "Mere association with historic events or trends is not enough, in and of itself, to qualify under Criterion A: the property's specific association must be considered important as well."¹ While the Subject Property is a typical example of a dry lot dairy farm and appears to meet the basic criteria for the dry lot dairy farm property type, research did not indicate the Inderbitzen Dairy Farm played a significant role in the development of dairy farming in Ontario or the Chino Valley. The Inderbitzen Dairy Farm was associated with a trend of agricultural development, but does not appear to have a specific, significant association.

The Subject Property does not appear to be significant under National Register Criterion A for an association with the history of the dairy industry in Ontario and does not appear eligible for listing under National Register Criterion A.

Criterion B

To be eligible for listing in the National Register under Criterion B, a property must be associated with the lives of persons significant in our past.

Members of the Inderbitzen family were active members of the dairy farming community in Ontario for many decades. No information was found to indicate that any members of the Inderbitzen family or other individuals associated with the Subject Property may be considered historic personages, or that any other individuals of historic significance were closely associated with the property.

The Subject Property does not appear eligible for listing under National Register Criterion B.

Criterion C

To be eligible for listing in the National Register under Criterion C, a property must embody the distinctive characteristics of a type, period, or method of construction, represent the work of a master, or possess high artistic values.

The Subject Property comprises buildings constructed primarily between 1927 and 1959 for use as a dairy farm. The Subject Property retains buildings typical of the dairy farm property type from this period: a large milking barn, adjacent single-family residence, and minimal ancillary structures.

National Register Bulletin #15 clarifies that "distinctive characteristics" are the physical features or traits that commonly recur in individual types, periods, or methods of construction. To be eligible, a property must clearly contain enough of those characteristics to be considered a true representative of a particular type, period, or method of construction. The property should be an important example of the type, not just a typical example.²

While the buildings and structures on the Subject Property reflect the characteristics of the dry lot dairy farm property type, they appear to be typical examples. No information was found to indicate the buildings and structures of the Inderbitzen Dairy Farm are singular or important examples of their type. The extant buildings on the Subject Property reflect typical construction methods of the time. Before alterations, the single-family residence was a typical example of a vernacular house with Craftsman influences. The barn also appears to be a typical example of its type. While the Subject Property possesses the features of the dairy farm property type,

¹ "National Register Bulletin #15," 12.

²"National Register Bulletin #15," 17.

Page 6 of 19 *NRHP Status Code 5S2 *Resource Name or # (Assigned by recorder) Inderbitzen Dairy Farm (Subject Property)

D1. Historic Name: Inderbitzen Dairy Farm D2. Common Name: Same

it does not appear to be eligible under this aspect of Criterion C because it appears to be a typical example of the property type.

The buildings are utilitarian, reflecting their purpose but absent of architectural flourishes, ornament, or distinguishing aesthetic features. The barn and residence are vernacular buildings; no information was found on the architect or builder for the buildings. The barn is a vernacular design and appears to be a standard plan and layout. There is no indication that buildings on the Subject Property are the work of a master distinguished by work that is recognized as unique in the field of dairy farm design.

The last two aspects of Criterion C do not apply to the Subject Property. The possession of high artistic values refers to a property's articulation of a particular concept of design so fully that it expresses an aesthetic ideal.³ A property eligible under this aspect of Criterion C would need to possess ornamentation and detail to lend it high artistic value, which the Subject Property does not possess. Nor does the Subject Property represent a significant and distinguishable entity whose components lack individual distinction, which generally applies to historic districts that are significant under one or more of the criteria above.

Criterion D

Criterion D generally applies to archeological resources; therefore, it was not considered as part of this evaluation.

California Register of Historical Resources

The California Register criteria for eligibility mirror those of the National Register. Therefore, the Subject Property does not appear to meet the criteria for eligibility for listing in California Register.

City of Ontario Historic Landmark

The Subject Property does not appear to meet the criteria for eligibility for listing in the National Register and California Register and would therefore not be eligible for listing as a City of Ontario Historic Landmark for these reasons. The City has additional criteria for listing:

a . The historic resource exemplifies or reflects special elements of the City's history.

Dairy farming is considered a special element of the City's history. The Subject Property reflects the historic period of *Pre-1930: Rural Residential or Free-Grazing Dairy Properties* and *1931-1949: Dry Lot Dairying with Mechanization*. These were significant elements of the City of Ontario's growth as a center of dairy agriculture in the Chino Valley during the twentieth century.

b . The historic resource is identified with persons or events significant in local, state, or national history.

Dairy farming in the Chino Valley was a significant event reflecting a historic period of agricultural development. As described above under National Register Criterion A, the Inderbitzen Dairy Farm is identified with a significant historic period in local history. This association does not rise to the level of significance for the National Register; however, mere identification appears to be sufficient for the Subject Property to be eligible under this local criteria.

³ "National Register Bulletin #15," 20.

Page 7 of 19 *NRHP Status Code 5S2 *Resource Name or # (Assigned by recorder) Inderbitzen Dairy Farm (Subject Property)

D1. Historic Name: Inderbitzen Dairy Farm D2. Common Name: Same

As described above under National Register Criterion B, the Inderbitzen Dairy Farm does not appear to be associated with historic personages.

c. The historic resource is representative of the work of a notable builder, designer, architect, or artist.

The Subject Property is a vernacular property that is not representative of the work of a notable builder, designer, architect, or artist.

d: The historic resource embodies distinguishing architectural characteristics of a style, type, period, or method of construction.

As described above under National Register Criterion C, the Subject Property reflects the dairy farm type with its large milking barn, adjacent single family residence, and minimal ancillary structures. The distinguishing architectural characteristics of the dairy farm property type are all present on the Subject Property; therefore, the Subject Property appears to be eligible under this local criteria.

e: The historic resource is a noteworthy example of the use of indigenous materials or craftsmanship.

The Subject Property is not a noteworthy example of the use of indigenous materials or craftsmanship.

f: The historic resource embodies elements that represent a significant structural, engineering, or architectural achievement or innovation.

As described above under National Register Criterion C, the Subject Property does not appear to represent a significant structural, engineering, or architectural achievement or innovation. The Subject Property is a vernacular dairy farm; its buildings and structures are typical examples of the property type.

g. The historic resource has a unique location, a singular physical characteristic, or is an established and familiar visual feature of a neighborhood, community, or the City.

The Subject Property is located along S. Campus Avenue, a wide north-south thoroughfare. This location is not unique to dairy farms in the Chino Valley, as historically many farms were located along this road and adjacent north-south streets at the periphery of Ontario.

The Subject Property does not appear to have a singular physical characteristic.

An established visual feature of the community is generally more visually iconic and broadly recognizable than the Subject Property. The majority of the farm is not visible from the public right-of-way. The residence and its landscaping features, as well as a windbreak of eucalyptus trees along the length of former grazing areas north of the dairy farm entrance, are the only historic elements of the Subject Property that are visible from the public right-of-way. These elements of the Subject Property do not appear to be visually iconic and broadly recognizable as elements of history dairy property.

h: The historic resource is one of the few remaining examples in the City, region, state or nation, possessing distinguishing characteristics of an architectural or historical type or specimen.

A mid-twentieth century dairy farm is not a rare property in the nation or state. At one point in the late 1980s, about 400 dairies were located in San Bernardino County alone, making it the largest milk-

Page 8 of 19 *NRHP Status Code 5S2 *Resource Name or # (Assigned by recorder) Inderbitzen Dairy Farm (Subject Property)

D1. Historic Name: Inderbitzen Dairy Farm D2. Common Name: Same

producing county in the nation. However, many of these dairies were constructed after 1950 and few retain buildings and structures related to the historic periods of dairying before 1950.

A survey of the City of Ontario's New Model Colony Area was completed in 2004 and identified 52 properties reflecting the *Pre-1930 Rural Residential or Free-Grazing Dairy Farming* period and approximately 117 properties reflecting the *1931-1949: Dry Lot Dairying with Mechanization* period. These properties were not evaluated; they were merely identified in a reconnaissance survey. The survey found that extant barns are incredibly rare; there are less than a dozen barns of the period located within the study areas for the previous survey of dairy farming properties in Ontario.

The Subject Property is a rare remaining example of its property type. The Subject Property appears to be one of the few remaining examples of a dairy farm with its barn from its historic period within the City of Ontario and appear eligible under local criteria h.

i. The historic resource has yielded, or is likely to yield, information important to the City's history or prehistory.

This criteria generally applies to archeological resources; therefore, it was not considered as part of this evaluation.

Integrity

The Subject Property appears eligible for listing as a City of Ontario Historic Landmark under criteria a, b, d, and h. To be eligible for listing as a City of Ontario Historic Landmark, properties must retain their physical integrity from the period in which they gained significance. For historically significant properties, the period of significance is usually measured by the length of the historic associations.

The Subject Property operated as a dairy farm from 1927 until the death of original owner Joseph Inderbitzen in 1959. The period of significance for the Subject Property is 1927 to 1959.

Following is a point-by-point analysis of the seven aspects of integrity:

Location – The place where the historic property was constructed or the place where the historic event occurred.

The residence, barn, and ancillary structures have not been moved. Therefore, they retain integrity of location.

Materials – The physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.

Alterations have affected the integrity of materials for all buildings and structures on the Subject Property except for the barn. The residence has been substantially altered with the enclosure of the porch. The pumphouse has lost original materials (the water tank) and original windows have been replaced. Other structures on the Subject Property appear modified or were constructed of utilitarian materials replaced over time. The barn retains integrity of materials despite alterations; the roof was replaced with a compatible, contemporary material. Overall, the integrity of materials for the Subject Property has been compromised by cumulative modifications.

Design – The combination of elements that create the form, plan, space, structure, and style of a property.

Page 9 of 19 *NRHP Status Code 5S2 *Resource Name or # (Assigned by recorder) Inderbitzen Dairy Farm (Subject Property)

D1. Historic Name: Inderbitzen Dairy Farm D2. Common Name: Same

The original design of the residence is no longer evident due to the cumulative effect of alterations, primarily the infill of the front porch. Ancillary structures such as the pumphouse have also been altered since initial construction. The original design of the barn remains intact. Overall integrity of design of the Subject Property has been compromised.

Workmanship – The physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.

The techniques used in the construction of the residence and ancillary buildings have been diminished as original materials have been removed and/or replaced. The barn has not been altered as substantially and retains integrity of workmanship. Overall integrity of workmanship has been compromised for the Subject Property.

Feeling – A property’s expression of the aesthetic or historic sense of a particular period of time.

Additions to the Subject Property, including the construction of the carport and addition of modular living quarters and storage containers detract from the overall feeling of a historic dairy farm property. However, the cumulative effect of these additions to the Subject Property does not diminish a feeling that the Subject Property was historically used for agricultural purposes. Integrity of feeling appears intact.

Setting – The physical environment of the historic property.

Historically, the setting of the Subject Property was agricultural. The Subject Property was part of a larger dairy farm. Surrounding properties were used as orchards or for other agricultural purposes. This broader setting is no longer intact. The agricultural property surrounding the Subject Property has been developed with residential subdivisions. The broad setting is no longer characterized by rural and agricultural properties; therefore, the overall integrity of setting is diminished.

The immediate setting has also been compromised by the reduced acreage of the Subject Property since its original function as the Inderbitzen Dairy Farm. Historically, the Subject Property was a larger dairy farm. Elements of the immediate setting, such as the eucalyptus windbreak along S. Campus Avenue and the older trees framing the entrance of the residence convey some of the historic setting; however, overall integrity of setting has been lost.

Association – The direct link between an important event or person and a historic property.

The Subject Property retains integrity of association. The Subject Property is a direct physical link and is sufficiently intact to reflect its history as a dairy farm from the *Pre-1930: Rural Residential or Free-Grazing Dairy Properties* and *1931-1949: Dry Lot Dairying with Mechanization* periods.

Conclusion

The dairy farm property type is not a single building, but a collection of buildings and structures that operated together to meet farming functions. The Subject Property overall retains integrity of location, feeling, and association. The barn appears intact. The integrity of design, materials, workmanship, and setting have been compromised by alterations to some elements of the property since the period of significance. However, the Subject Property appears to retain sufficient integrity to convey significance

State of California - Natural Resources Agency
DEPARTMENT OF PARKS AND RECREATION
DISTRICT RECORD

Primary # _____
HRI # _____
Trinomial _____

Page 10 of 19 *NRHP Status Code 5S2 *Resource Name or # (Assigned by recorder) Inderbitzen Dairy Farm (Subject Property)

D1. Historic Name: Inderbitzen Dairy Farm D2. Common Name: Same

under City of Ontario criteria a, b, d, and h within the Pre-1930: Rural Residential or Free-Grazing Dairy Properties and 1931-1949: Dry Lot Dairying with Mechanization historic contexts.

*D7. **References** (Give full citations including the names and addresses of any informants, where possible.):

"Aerial Photographs." UC Santa Barbara. Accessed September 30, 2020. <https://www.library.ucsb.edu/src/airphotos>.

"Guide to the California Dairy Industry History Collection." California State Parks Department Archives. Accessed September 24, 2020, https://www.parks.ca.gov/pages/1080/files/fa_456_001.pdf.

"National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation." National Park Service, Cultural Resources. Edited by Patrick Andrus and Rebecca Shrimpton. Accessed August 2019. <https://www.nps.gov/nr/publications/bulletins/nrb15/>.

"National Register Bulletin 16: How to Complete the National Register Registration Form." National Park Service, Cultural Resources. Linda McClelland, Carol D. Shull, James Charleton, et al. Accessed August 2019. <https://www.nps.gov/nr/publications/bulletins/nrb16a/>.

Allen, David. "Cows mooove out as one of Chino's last dairies closes," *Inland Valley Daily Bulletin*, June 9, 2018. Built Environment Resource Directory (BERD), San Bernardino County, California Office of Historic Preservation, accessed September 24, 2020, https://ohp.parks.ca.gov/?page_id=30338.

California Code of Regulations, California Office of Administrative Law, State of California Government.

California State Office of Historic Preservation, Department of Parks & Recreation. "Technical Assistance Bulletin #8: User's Guide to the California Historical Resource Status Codes & Historic Resources Inventory Directory." Accessed November 2019. <http://ohp.parks.ca.gov/pages/1069/files/tab8.pdf>.

Code of Federal Regulations, Title 36: Parks, Forests, and Public Property. Office of the Federal Register, National Archives and Records Administration, United States Government.

Galvin & Associates. *The City of Ontario's Historic Context for the New Model Colony Area*. Ontario: 2004.

Hirsch, Jerry. "Dairies Moving Out of Inland Empire; Housing developers are paying top dollar for land to farmers, many of whom are relocating their herds north to the San Joaquin Valley." *Los Angeles Times*, January 9, 2006.

McAlester, Virginia Savage. *A Field Guide to American Houses*. New York: Alfred A. Knopf, 2017.

Schmidt, A. (2020, September 18). Personal interview [Personal interview and email].

*D8. Evaluator: Allison Lyons Date: September 25, 2020

Affiliation and Address: GPA Consulting, 617 S. Olive Street, Los Angeles, CA 90014

State of California - The Resources Agency
 DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # _____
 HRI # _____
 Trinomial _____
 NRHP Status Code 5S2 _____

Other Listings Review Code _____
 Reviewer _____
 Date _____

Page 11 of 19 *Resource Name or #: (Assigned by recorder) Inderbitzen Dairy Farm

P1. Other Identifier: Map Reference 1

*P2. Location: Not for Publication Unrestricted

*a. County San Bernardino and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad Ontario Date 1954 T 2S; R 7W; Unsectioned portion of Santa Ana Del Chino Land Grant; San Bernardino B.M.

c. Address 2862 S. Campus Avenue City Ontario Zip 91761

d. UTM: (Give more than one for large and/or linear resources) Zone __, __ mE/ __ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)
APN 1051-531-05 and APN 1051-531-06

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The immediate setting of the residence is a concrete pad surrounded by a small lawn. The primary elevation of the residence is framed by two pine trees. The residence is rectangular in plan and symmetrical with a front gable roof. The style is predominantly vernacular, though the battered columns on the front porch suggest Craftsman influences. The roof is asphalt shingles with a slight overhanging eave. The residence has wood clapboard siding. The primary elevation is framed by battered, stucco pillars supporting the porch. An enclosed full-width front porch has a central, single wood frame door. The porch is infilled with glass brick above a painted brick base. Across all elevations, fenestration is primarily wood sash, double-hung, one-over-one. A stucco chimney on the north side elevation has been truncated at the roofline. The rear elevation has an off-center single door entrance and a covered walkway leading to the garage (map reference 3).

*P3b. Resource Attributes: (List attributes and codes) HP2. Single family property; HP33. Farm/ranch

*P4. Resources Present: Building Structure Object Site District Element of District Other (Isolates, etc.)



P5b. Description of Photo: (view, date, accession #) View facing southwest, 9/18/20

*P6. Date Constructed/Age and Source: Historic Prehistoric
 Both

c. 1928 (oral history/historic aerial)

*P7. Owner and Address: AGS LTD
2862 S. Campus Avenue
Ontario, CA 91761

*P8. Recorded by: (Name, affiliation, and address)
Allison Lyons
GPA Consulting
617 S. Olive Street, Suite 910
Los Angeles, CA 90014

*P9. Date Recorded: 09/25/2020

*P10. Survey Type: (Describe)
Survey - Intensive

*P11. Report Citation: (Cite survey

report and other sources, or enter "none.")

GPA Consulting, Inderbitzen Dairy Farm Historical Resource Evaluation Report, October 2020.

*Attachments: NONE Location Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record
 Artifact Record Photograph Record Other (List): _____

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 5S2

Other Listings
Review Code

Reviewer

Date

Page 12 of 19 *Resource Name or #: (Assigned by recorder) Inderbitzen Dairy Farm

P1. Other Identifier: Pumphouse/Map Reference 2

*P2. Location: Not for Publication Unrestricted

*a. County San Bernardino and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad Ontario Date 1954 T 2S; R 7W; Unsectioned portion of Santa Ana Del Chino Land Grant; San Bernardino B.M..

c. Address 2862 S. Campus Avenue City Ontario Zip 91761

d. UTM: (Give more than one for large and/or linear resources) Zone , mE/ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)
APN 1051-531-05 and APN 1051-531-06

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The pumphouse is located west of the residence. The pumphouse is a square plan, two-story canted wood structure with an overhanging flat roof. An entrance on the east side is shaded by a projecting flat roof that spans the length of the elevation. While the form is symmetrical, the fenestration pattern is irregular. The pumphouse has been substantially altered. Though it retains its general form and original location, the water tank has been removed (supports remain); original cladding has been replaced; some original wood sash fenestration has been replaced with vinyl (though original openings remain). The date of construction for the pumphouse is unknown; however, the form appears on the earliest available aerial photographs from 1938.

*P3b. Resource Attributes: (List attributes and codes) HP33. Farm/ranch; HP4. Ancillary building

*P4. Resources Present: Building Structure Object Site District Element of District Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)



P5b. Description of Photo: (view, date, accession #) view northwest, 9/18/20

*P6. Date Constructed/Age and Source: Historic Prehistoric Both

c. 1927-1938 (historic aerial photo)

*P7. Owner and Address:

AGS LTD
2862 S. Campus Avenue
Ontario, CA 91761

*P8. Recorded by: (Name, affiliation, and address)

Allison Lyons
GPA Consulting
617 S. Olive Street, Suite 910
Los Angeles, CA 90014

*P9. Date Recorded: 09/25/2020

*P10. Survey Type: (Describe)

Survey - Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none.")

GPA Consulting, Inderbitzen Dairy Farm Historical Resource Evaluation Report, October 2020.

*Attachments: NONE Location Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record
 Artifact Record Photograph Record Other (List): _____

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 5S2

Other Listings
Review Code

Reviewer

Date

Page 13 of 19 *Resource Name or #: (Assigned by recorder) Inderbitzen Dairy Farm

P1. Other Identifier: Garage/Map Reference 3

*P2. Location: Not for Publication Unrestricted

*a. County San Bernardino and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad Ontario Date 1954 T 2S; R 7W; Unsectioned portion of Santa Ana Del Chino Land Grant; San Bernardino B.M..

c. Address 2862 S. Campus Avenue City Ontario Zip 91761

d. UTM: (Give more than one for large and/or linear resources) Zone , mE/ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)
APN 1051-531-05 and APN 1051-531-06

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The garage is a front gable structure with corrugated metal panel cladding and roof material. The garage is oriented to the north and located west of the residence.

*P3b. Resource Attributes: (List attributes and codes) HP33. Farm/ranch; HP4. Ancillary building

The garage was constructed between 1959 and 1966. P5a. Photograph or Drawing
(Photograph required for buildings, structures, and objects.)



*P4. Resources Present: Building Structure Object Site District Element of District Other (Isolates, etc.)

P5b. Description of Photo: (view, date, accession #) view south, 9/18/20

*P6. Date Constructed/Age and Source: Historic Prehistoric Both

c. 1959-1966 (historic aerial photo)

*P7. Owner and Address:

AGS LTD
2862 S. Campus Avenue
Ontario, CA 91761

*P8. Recorded by: (Name, affiliation, and address)

Allison Lyons
GPA Consulting
617 S. Olive Street, Suite 910
Los Angeles, CA 90014

*P9. Date Recorded: 09/25/2020

*P10. Survey Type: (Describe)

Survey - Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none.")

GPA Consulting, Inderbitzen Dairy Farm Historical Resource Evaluation Report, October 2020.

*Attachments: NONE Location Map Continuation Sheet Building, Structure, and Object Record

Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record

Artifact Record Photograph Record Other (List): _____

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 5S2

Other Listings
Review Code

Reviewer

Date

Page 14 of 19 *Resource Name or #: (Assigned by recorder) Inderbitzen Dairy Farm

P1. Other Identifier: Carpport/Map Reference 2

*P2. Location: Not for Publication Unrestricted

*a. County San Bernardino and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad Ontario Date 1954 T 2S; R 7W; Unsectioned portion of Santa Ana Del Chino Land Grant; San Bernardino B.M..

c. Address 2862 S. Campus Avenue City Ontario Zip 91761

d. UTM: (Give more than one for large and/or linear resources) Zone __, __ mE/ __ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)
APN 1051-531-05 and APN 1051-531-06

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

To the west of the garage is a large, open carport. The carport is constructed of wood beams and corrugated metal sheets. It has a shed roof with a slight overhang. The carport is completely open on the north side, with corrugated metal cladding on the other elevations. The carport was constructed between 1980 and 1994.

*P3b. Resource Attributes: (List attributes and codes) HP33. Farm/ranch; HP4. Ancillary building

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)



*P4. Resources Present: Building Structure Object Site District Element of District Other (Isolates, etc.)

P5b. Description of Photo: (view, date, accession #) view southwest, 9/18/20

*P6. Date Constructed/Age and Source: Historic Prehistoric Both

c. 1980-1994 (aerial photo)

*P7. Owner and Address:

AGS LTD

2862 S. Campus Avenue

Ontario, CA 91761

*P8. Recorded by: (Name, affiliation, and address)

Allison Lyons

GPA Consulting

617 S. Olive Street, Suite 910

Los Angeles, CA 90014

*P9. Date Recorded: 09/25/2020

*P10. Survey Type: (Describe)

Survey - Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none.")

GPA Consulting, Inderbitzen Dairy Farm Historical Resource Evaluation Report, October 2020.

*Attachments: NONE Location Map Continuation Sheet Building, Structure, and Object Record

Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record

Artifact Record Photograph Record Other (List): _____

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 5S2

Other Listings
Review Code

Reviewer

Date

Page 15 of 19 *Resource Name or #: (Assigned by recorder) Inderbitzen Dairy Farm

P1. Other Identifier: Modular Home/Map Reference 5

*P2. Location: Not for Publication Unrestricted

*a. County San Bernardino and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad Ontario Date 1954 T 2S; R 7W; Unsectioned portion of Santa Ana Del Chino Land Grant; San Bernardino B.M..

c. Address 2862 S. Campus Avenue City Ontario Zip 91761

d. UTM: (Give more than one for large and/or linear resources) Zone , mE/ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)
APN 1051-531-05 and APN 1051-531-06

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

To the west of the carport is a modular home with an enclosed yard. The modular home was installed on the property between 1994 and 2002.

*P3b. Resource Attributes: (List attributes and codes) HP33. Farm/ranch; HP4. Ancillary building

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)



*P4. Resources Present: Building Structure Object Site District Element of District Other (Isolates, etc.)

P5b. Description of Photo: (view, date, accession #) view south, 9/18/20

*P6. Date Constructed/Age and Source: Historic Prehistoric Both

c. 1994-2002 (aerial photo)

*P7. Owner and Address: AGS LTD
2862 S. Campus Avenue
Ontario, CA 91761

*P8. Recorded by: (Name, affiliation, and address)

Allison Lyons
GPA Consulting
617 S. Olive Street, Suite 910
Los Angeles, CA 90014

*P9. Date Recorded: 09/25/2020

*P10. Survey Type: (Describe)
Survey - Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none.")

GPA Consulting, Inderbitzen Dairy Farm Historical Resource Evaluation Report, October 2020.

*Attachments: NONE Location Map Continuation Sheet Building, Structure, and Object Record

Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record

Artifact Record Photograph Record Other (List):

State of California - The Resources Agency
 DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
 HRI #
 Trinomial
 NRHP Status Code 5S2

Other Listings
 Review Code

Reviewer

Date

Page 16 of 19 *Resource Name or #: (Assigned by recorder) Inderbitzen Dairy Farm

P1. Other Identifier: Chicken Coop/Map Reference 6

*P2. Location: Not for Publication Unrestricted

*a. County San Bernardino and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad Ontario Date 1954 T 2S; R 7W; Unsectioned portion of Santa Ana Del Chino Land Grant; San Bernardino B.M.

c. Address 2862 S. Campus Avenue City Ontario Zip 91761

d. UTM: (Give more than one for large and/or linear resources) Zone , mE/ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)
APN 1051-531-05 and APN 1051-531-06

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

A chicken coop constructed of corrugated sheet metal and wood is located on the northeast side of the corral area between the barn and the residence. The chicken coop is a vernacular structure, oriented with openings to the south. It has a shed roof. The chicken coop was constructed on the property between 1939 and 1946. Alterations to the structure and how much of the original material is intact are unknown.

*P3b. Resource Attributes: (List attributes and codes) HP33. Farm/ranch; HP4. Ancillary building

*P4. Resources Present: Building Structure Object Site District Element of District Other (Isolates, etc.)

P5b. Description of Photo: (view, date, accession #) View northeast, 9/18/20

*P6. Date Constructed/Age and Source: Historic Prehistoric Both

c. 1939-1946 (historic aerial)

*P7. Owner and Address: AGS LTD
2862 S. Campus Avenue
Ontario, CA 91761

*P8. Recorded by: (Name, affiliation, and address)

Allison Lyons
GPA Consulting
617 S. Olive Street, Suite 910
Los Angeles, CA 90014

*P9. Date Recorded: 09/25/2020

*P10. Survey Type: (Describe)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and



Survey - Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none.")

GPA Consulting, Inderbitzen Dairy Farm Historical Resource Evaluation Report, October 2020.

*Attachments: NONE Location Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record
 Artifact Record Photograph Record Other (List): _____

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 5S2

Other Listings
Review Code

Reviewer

Date

Page 17 of 19 *Resource Name or #: (Assigned by recorder) Inderbitzen Dairy Farm

P1. Other Identifier: Corral/Map Reference 7

*P2. Location: Not for Publication Unrestricted

*a. County San Bernardino and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad Ontario Date 1954 T 2S; R 7W; Unsectioned portion of Santa Ana Del Chino Land Grant; San Bernardino B.M.

c. Address 2862 S. Campus Avenue City Ontario Zip 91761

d. UTM: (Give more than one for large and/or linear resources) Zone , mE/ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)
APN 1051-531-05 and APN 1051-531-06

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The corral area is located adjacent to the east side of the barn. The corral has several shaded structures around its perimeter. The structures are constructed of metal pipe railing with corrugated metal sheet roofs. Historic aerial photographs indicate the corral and shade structures within it have been reconfigured repeatedly throughout the property's development and the precise date of construction could not be determined.

*P3b. Resource Attributes: (List attributes and codes) HP33. Farm/ranch; HP4. Ancillary building

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)



*P4. Resources Present: Building Structure Object Site District Element of District Other (Isolates, etc.)

P5b. Description of Photo: (view, date, accession #) view north, 9/18/20

*P6. Date Constructed/Age and Source: Historic Prehistoric Both

unknown

*P7. Owner and Address:

AGS LTD

2862 S. Campus Avenue

Ontario, CA 91761

*P8. Recorded by: (Name, affiliation, and address)

Allison Lyons

GPA Consulting

617 S. Olive Street, Suite 910

Los Angeles, CA 90014

*P9. Date Recorded: 09/25/2020

*P10. Survey Type: (Describe)

Survey - Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none.")

GPA Consulting, Inderbitzen Dairy Farm Historical Resource Evaluation Report, October 2020.

*Attachments: NONE Location Map Continuation Sheet Building, Structure, and Object Record

Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record

Artifact Record Photograph Record Other (List): _____

State of California - The Resources Agency
 DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
 HRI #
 Trinomial
 NRHP Status Code 5S2

Other Listings
 Review Code

Reviewer

Date

Page 18 of 19 *Resource Name or #: (Assigned by recorder) Inderbitzen Dairy Farm

P1. Other Identifier: Barn/Map reference 8

*P2. Location: Not for Publication Unrestricted

*a. County San Bernardino and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad Ontario Date 1954 T 2S; R 7W; Unsectioned portion of Santa Ana Del Chino Land Grant; San Bernardino B.M.

c. Address 2862 S. Campus Avenue City Ontario Zip 91761

d. UTM: (Give more than one for large and/or linear resources) Zone , mE/ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)
APN 1051-531-05 and APN 1051-531-06

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The barn is simple barn with loft: a double-height volume building constructed of wood with vertical wood plank cladding. The form is a front gable, double-height central portion with shed roof wings to either side. Exposed rafter and purlin tails support a standing seam metal roof. Corrugated metal panels with a horizontal orientation are set below the overhang of the central gable. The barn has a north-south orientation, with large sliding doors on north and south elevations. The barn was the first building constructed on the property in 1927. A utilitarian building, the barn has been repaired continuously since its initial construction. It maintains its original form, footprint, and cladding. The original tin roof was removed in the 2000s and replaced with a standing seam metal roof.

*P3b. Resource Attributes: (List attributes and codes) HP33. Farm/ranch; HP4. Ancillary building

*P4. Resources Present:
 Building Structure Object
 Site District Element of
 District Other (Isolates, etc.)

P5b. Description of Photo: (view, date, accession #) View northwest, 9/18/20

*P6. Date Constructed/Age and Source: Historic Prehistoric
 Both

c. 1927 (interview, aerial photo)

*P7. Owner and Address:
AGS LTD
2862 S. Campus Avenue
Ontario, CA 91761

*P8. Recorded by: (Name, affiliation, and address)

Allison Lyons
GPA Consulting
617 S. Olive Street, Suite 910
Los Angeles, CA 90014

*P9. Date Recorded: 09/25/2020

*P10. Survey Type: (Describe)
Survey - Intensive

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)



*P11. Report Citation: (Cite survey report and other sources, or enter "none.")

GPA Consulting, Inderbitzen Dairy Farm Historical Resource Evaluation Report, October 2020.

*Attachments: NONE Location Map Continuation Sheet Building, Structure, and Object Record

Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record

Artifact Record Photograph Record Other (List): _____

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 5S2

Other Listings
Review Code

Reviewer

Date

Page 19 of 19 *Resource Name or #: (Assigned by recorder) Inderbitzen Dairy Farm

P1. Other Identifier: Storage Container/Map Reference 9

*P2. Location: Not for Publication Unrestricted

*a. County San Bernardino and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad Ontario Date 1954 T 2S; R 7W; Unsectioned portion of Santa Ana Del Chino Land Grant; San Bernardino B.M..

c. Address 2862 S. Campus Avenue City Ontario Zip 91761

d. UTM: (Give more than one for large and/or linear resources) Zone , mE/ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)
APN 1051-531-05 and APN 1051-531-06

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

To the north of the barn is a storage container. There are numerous storage containers on the property; however, this storage container has been modified with a wood façade and projecting full-length awning. The storage container was brought to the property after 1994.

*P3b. Resource Attributes: (List attributes and codes) HP33. Farm/ranch; HP4. Ancillary building

P5a. Photograph or Drawing (Photograph required for buildings, structures, and



*P4. Resources Present: Building Structure Object Site District Element of District Other (Isolates, etc.)

P5b. Description of Photo: (view, date, accession #) view northeast, 9/18/20

*P6. Date Constructed/Age and Source: Historic Prehistoric Both

c. 1994 (aerial)

*P7. Owner and Address:

AGS LTD

2862 S. Campus Avenue

Ontario, CA 91761

*P8. Recorded by: (Name, affiliation, and address)

Allison Lyons

GPA Consulting

617 S. Olive Street, Suite 910

Los Angeles, CA 90014

*P9. Date Recorded: 09/25/2020

*P10. Survey Type: (Describe)

Survey - Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none.")

GPA Consulting, Inderbitzen Dairy Farm Historical Resource Evaluation Report, October 2020.

*Attachments: NONE Location Map Continuation Sheet Building, Structure, and Object Record

Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record

Artifact Record Photograph Record Other (List): _____

CAMPUS PROJECT TREE INVENTORY AND PROTECTION PLAN

Prepared for:

MLC Holdings

5 Peters Canyon Road, Suite 310
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Prepared by:

DUDEK

27372 Calle Arroyo
San Juan Capistrano, California 92675
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JUNE 2020

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APPENDICES

- A Tree Location Exhibit
- B Tree Information Matrix
- C Tree Protection Measures
- D Development and Subdivision Regulations

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| 2 | Vicinity Map | 4 |

Acronyms and Abbreviations

| Acronym/Abbreviation | Definition |
|----------------------|--|
| City | City of Ontario |
| GIS | geographic information systems |
| ISA | International Society of Arboriculture |
| MBTA | Migratory Bird Treaty Act |
| project | Campus Project |

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1 Introduction

Dudek evaluated and recorded information about regulated trees for the proposed Campus Project (project) in the City of Ontario (City), California, and prepared this Tree Inventory and Protection Plan. Trees are classified as Heritage Trees for this project if they measure more than 18 inches in diameter at standard height (4.6 feet above ground level) and are in good health and structural condition. This Tree Inventory and Protection Plan evaluates project-related impacts and makes recommendations for tree protection. The project site is located in Ontario, California, and, as such, this Tree Inventory and Protection plan is prepared in accordance with Section 6.05.020, Tree Preservation Polity and Protection Measures, of the City's Development and Subdivision Regulations.

This Tree Inventory and Protection Plan provides a summary of Dudek's site visit and tree evaluation within and adjacent to the project site. A total of 94 trees were inventoried, of which none meet the City's definition of Heritage Tree.

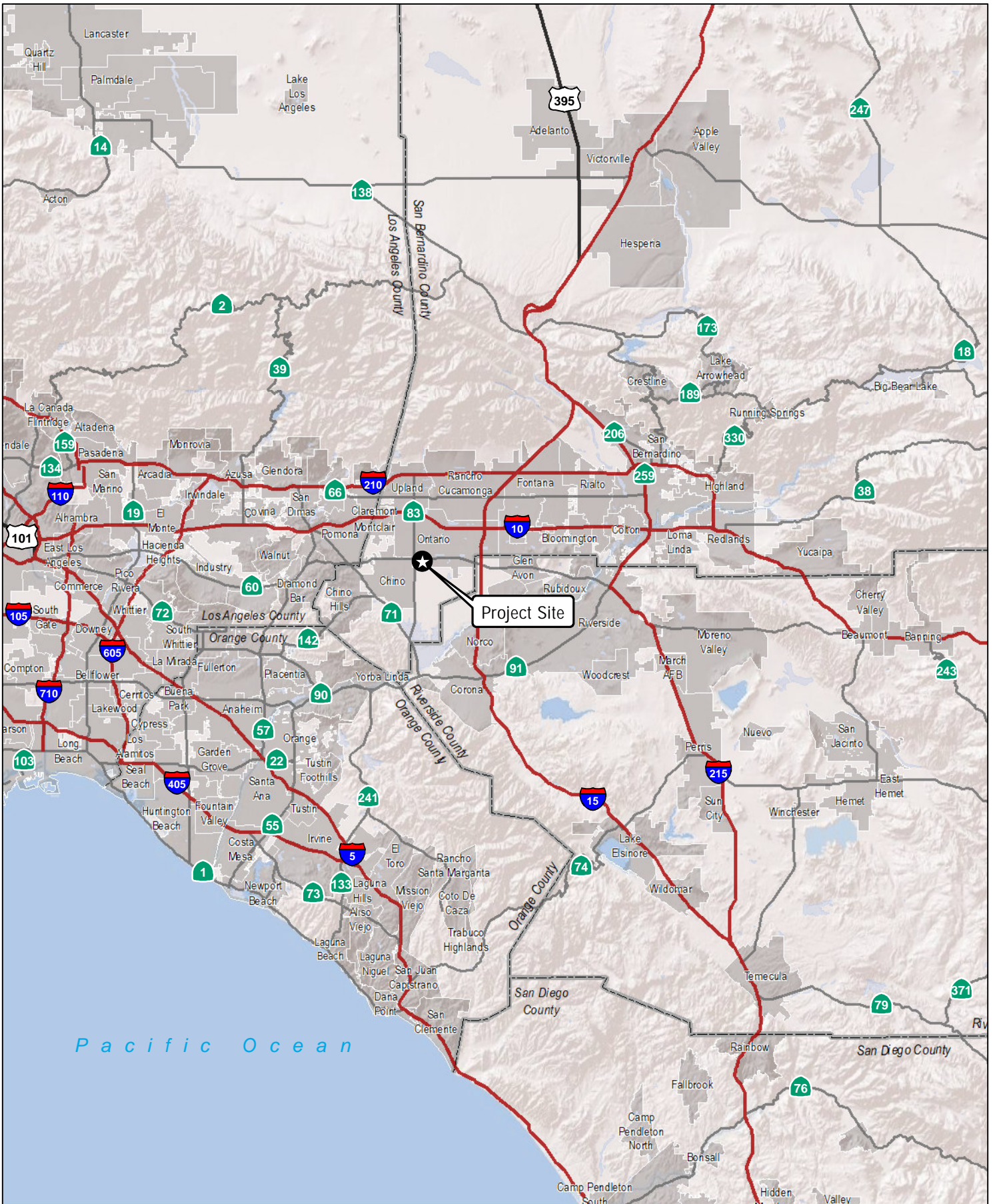
Dudek's arborists, certified by the International Society of Arboriculture (ISA), performed various tasks associated with surveying, inventorying, and evaluating the condition of the site's trees, as described in the following sections. The purpose of this Tree Inventory and Protection Plan is to present the physical characteristics, mapped locations, impact and preservation totals, and appropriate mitigation for impacts to protected trees if any occur. The tree quantities and related project impacts were analyzed and are reported in the following sections.

1.1 Site Description

The project site is located at 2862 South Campus Avenue in Ontario, California (Figure 1, Regional Map). The site is bound by Campus Avenue to the east and residential homes to the north, south, and west. The site is composed of Assessor's Parcel Number 105-15-3105. The site's topography is generally flat across, sloping southerly toward an adjacent property. The site is located in Section 4 of Township 2 South, Range 7 West of the San Bernardino Meridian 7.5-minute U.S. Geological Survey quadrangle (Figure 2, Vicinity Map).

1.2 Project Description

The proposed project is a suburban infill project in the City and consists of 92 single-family lots on approximately 7.3 acres of dry farmland. The project site is located in the southwestern part of the City. The property is designated "Medium Density Residential" in the City's General Plan, which permits development within a range of 11.1 to 25 dwelling units per acre. The zoning designation for the property is "Medium Density Residential-18." The project will consist of 92 single-family detached homes and associated infrastructure at a density of 12.8 dwelling units per acre. Roughly half of the homes will be conventionally plotted, taking direct access from the interior street network. The balance of the homes will be plotted in a "motor-court" configuration, with six homes on each interior court.



Document Path: Z:\Projects\1279900\MAPDOC\DOCUMENT\Arborist Report\Figure 1 Regional Map.mxd

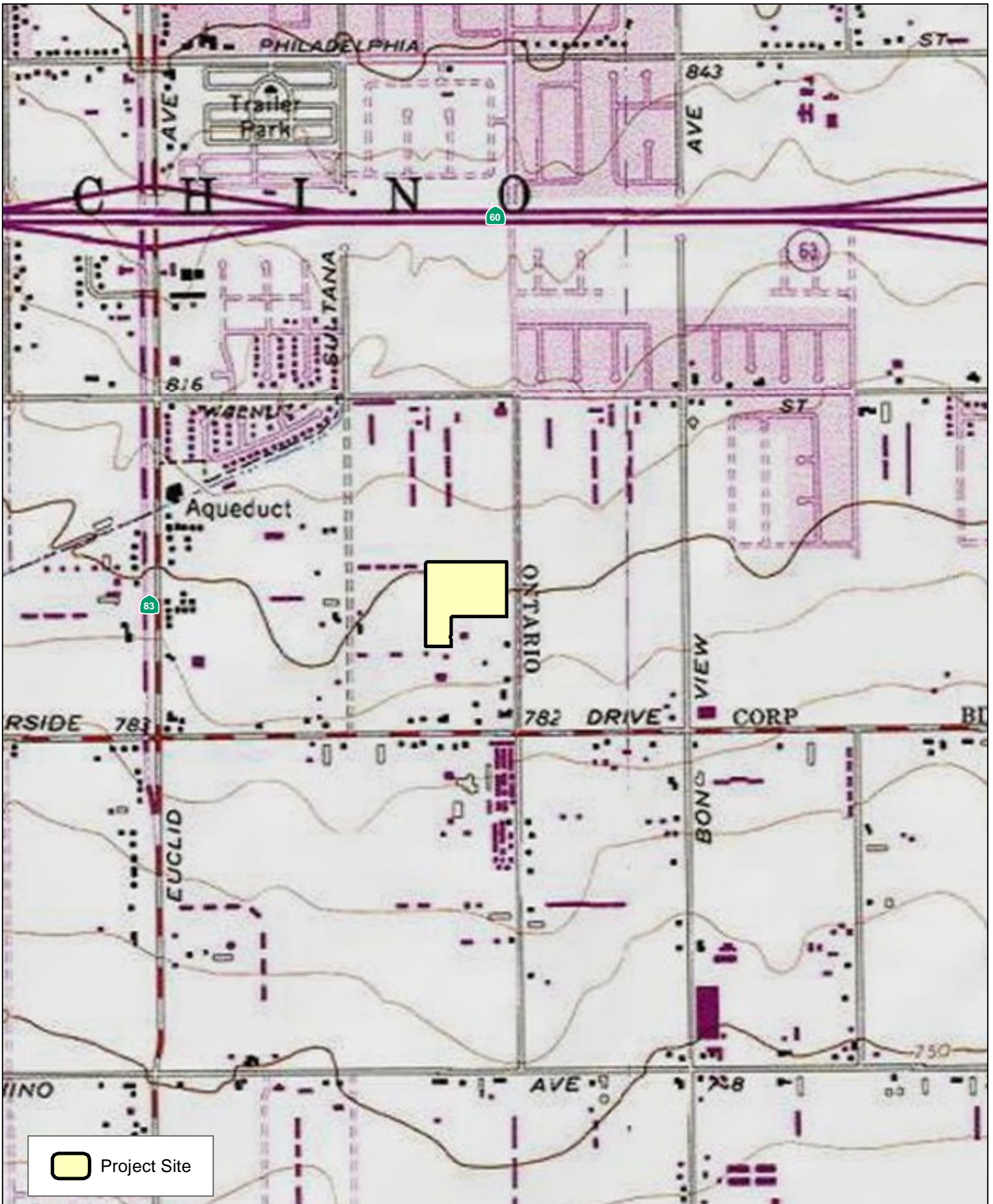
SOURCE: ESRI



FIGURE 1
Regional Map

Campus Project - Tree Inventory and Protection Plan

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Document Path: Z:\Projects\1279900\MAPDOC\DOCUMENT\Arborist Report\Figure 2 Vicinity Map.mxd

SOURCE: USGS 7.5 MINUTE SERIES, ONTARIO QUADRANGLE



FIGURE 2
Vicinity Map

Campus Project - Tree Inventory and Protection Plan

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2 Methods

2.1 Individual Tree Evaluation

Dudek mapped and collected tree attribute information for all trees potentially meeting the City's definition of a Heritage Tree within and immediately adjacent to (within 15 feet of) the project site. Details regarding the City's Development and Subdivision Regulations can be found in Appendix D, Development and Subdivision Regulations.

The location of each mature tree was mapped using a Trimble Pathfinder Pro XH GPS receiver (Appendix A). The Pathfinder has a horizontal accuracy of 1 meter (1 sigma) using differential code positioning techniques. Since tree canopies can sometimes cause loss of satellite lock by blocking the line-of-sight to satellites, an electronic compass and reflectorless electronic distance measuring device were also used in mapping tree locations. The electronic distance measuring device/compass combination operates in concert with the Pathfinder system to position offsets, and offset information is automatically attached to the GPS position data string. Trees were tagged in the field with an aluminum tree tag bearing a unique identification number. The tags were placed on the trunk of each inventoried tree, and tag numbers correspond with the individual tree data presented in Appendix B.

Concurrent with tree mapping efforts, Dudek arborists collected the following tree attribute data: species, quantity of individual trunks, individual trunk diameters, overall height, canopy extent, and general health and structural conditions. Trunk diameter measurements were collected at 4.6 feet above the ground along the trunk axis, with a few exceptions. In cases where a tree's trunk was located on a slope, the 4.6-foot distance was approximated as the average of the shortest and longest sides of the trunk (i.e., the uphill side and downhill side of a tree's trunk), and the measurement was made of the circumference of the trunk at this point. Tree height measurements were ocular estimates made by experienced field arborists. Tree canopy diameters were typically estimated by "pacing off" the measurement based on the investigator's knowledge of his stride length or by visually estimating the canopy width. Tree-crown diameter measurements were made along an imaginary line intersecting the tree trunk that best approximated the average canopy diameter.

Pursuant to the Guide for Plant Appraisal (ISA 2000), tree health and structure were evaluated with respect to five tree components: roots, trunk(s), scaffold branches, small branches, and foliage. Each component of the tree was assessed for health factors such as insect, fungal, or pathogen damage; fire damage; mechanical damage; presence of decay; presence of wilted or dead leaves; and wound closure. Components were graded as good, fair, poor, or dead, with "good" representing no apparent problems, and "dead" representing a dying or dead tree. This method of tree condition rating is comprehensive and results in ratings that are useful for determining the status of trees based on common standards. Trees in natural settings have important habitat value, even when they are in poor health, as evidenced by numerous cavity nesters and insects that thrive on and within oak trees. However, this assessment focused on tree health and structure to analyze potential project impacts, and, where necessary, to provide recommendations for mitigating potential tree hazards such as weak limb attachments, cavities, rot, or excessive lean.

Upon completion of field data collection and mapping, raw GPS data was post-processed using GPS Pathfinder Office (version 5.4), and individual tree location data was compiled and updated in geographic information system (GIS) software. The digital tree locations were linked to individual tree identification numbers and associated tree attribute data. This data set was then evaluated using ArcGIS (version 10.1) software to determine the position of

individual trees related to the proposed project's development areas. Data resulting from this analysis were used to evaluate the individual tree impact totals presented in this report.

2.2 Appraisal Method

Valuation of trees according to ISA standards involves incorporating ratings from three main tree features: (1) species, (2) location, and (3) overall condition. The tree data matrix presented in Appendix B provides information regarding each evaluated tree and its current condition.

The trunk formula method outlined in the Guide for Plant Appraisal is appropriate for trees that are too large to commonly be replaced and was used to calculate appraised tree values for trees identified for removal. This method was selected given the variability of tree sizes on the site and the inclusion of many large-diameter trees in the inventory that could not be reasonably replaced with nursery or transplant stock.

2.2.1 Appraisal Variables

The following variables and assumptions were included in generating the appraised tree values contained in this report and are consistent with the trunk formula method for tree appraisal. Further, the descriptions contained herein coordinate with the tree appraisal data and calculations presented in Appendix C.

1. **Species:** Tree species were determined during field inspections.
2. **Condition:** Tree condition was derived from field evaluations of outwardly observable health and structural characteristics. Condition ratings can range between 25% and 100%, based on evaluations of root conditions, trunk form and observable defects, branching structure, and foliage condition. Values for this site range from 30% to 70%.
3. **Trunk Diameter:** Trunk diameters are presented in inches measured at 4.5 feet (54 inches) above grade. Composite trunk diameters were calculated for trees with multiple stems and are the product of the square root of the sum of all squared trunk diameters.
4. **Location:** Location rating is the average value of site, contribution, and placement ratings. Ratings can range from 10% to 100%. Site values are affected by the economic, functional, and aesthetic aspects of the area in which the tree is growing. Contribution accounts for the function and aesthetic values that the tree adds to the location in which it is growing. Placement ratings indicate the effectiveness of tree locations on functional and aesthetic values. Based on the remoteness of portions of the site and the degraded condition of portions of the site, location values applied to this site range from 27% to 60%.
5. **Species Rating:** Species rating was derived directly from the Species Classification and Group Assignment report published by the Western Chapter of ISA (Western Chapter ISA 2004). Values were determined by species for Southern California Inland Influence areas. Species ratings vary, with higher ratings assigned to native trees and lower ratings assigned to non-native, invasive species.
6. **Replacement Tree Size:** Replacement tree size values were derived from Table 11 of the Species Classification and Group Assignment report for the Southern California Subregion, based on species-specific nursery groups.
7. **Replacement Tree Cost:** Replacement tree costs were derived from Table 11 of the Species Classification and Group Assignment report for the Southern California Subregion and equal to \$1,482.
8. **Installation Cost:** Installation costs were valued at \$1,200/tree.

9. **Installed Tree Cost:** Installed tree cost is the sum of the replacement tree cost and the installation cost.
10. **Unit Tree Cost/in²:** Unit tree cost was derived from Table 11 of the Species Classification and Group Assignment report for the Southern California Subregion and varied by Nursery Group number.
11. **Appraised Trunk Area:** Appraised trunk area is the product of the squared trunk diameter value multiplied by 0.785. For trees with trunk measurements exceeding 30 inches, an adjusted trunk area value was used, as identified in Table 4.4 of the Guide for Plant Appraisal.
12. **Appraised Tree Trunk Increase:** The appraised tree trunk increase is the difference between the appraised trunk area (11) and the replacement tree size (6).
13. **Basic Tree Cost:** Basic tree cost is the result of multiplying the unit tree cost (10) and the appraised tree trunk increase (12) and adding the installed tree cost (9).
14. **Appraised Value:** The appraised value is the result of the basic tree cost discounted by the condition (2), species (5), and location (4) ratings.

2.3 Scope of Work Limitations

No root crown excavations or investigations, aerial evaluations, or internal probing was performed during the tree assessment. Therefore, the presence or absence of internal decay or other hidden inferiorities in individual trees could not be confirmed. It is recommended that any large tree proposed for preservation in an area that receives human use be thoroughly inspected for internal and/or subterranean decay by a qualified ISA-certified arborist before finalizing preservation plans.

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3 Observations

3.1 Individual Trees

Dudek mapped and evaluated 94 trees within the survey area, of which 47 are located on the project site, 43 are located within the City right-of-way to be dedicated for Campus Ave road widening and 4 are located adjacent to the project. The 94 trees comprise 38 trees that have diameters greater than 18 inches, but do not meet the classification of a Heritage Tree as they were not found to be in good health or structural condition. The Tree Location Exhibit in Appendix A presents the location of the individual trees mapped and assessed for the project.

Overall, the trees exhibit growth and structural conditions that are typical of open-grown urban and windrow agricultural trees. The trees include various trunk and branch maladies, as well as varying health and structural conditions. As presented in the Tree Information Matrix in Appendix B, 48.9% (46 trees) of the trees exhibit fair health conditions, 39.4% (37 trees) exhibit poor health conditions, and 11.7% (11 trees) are dead. Structurally, 46.8% (44 trees) exhibit fair structure, 29.8% (28 trees) exhibit poor structure, 11.7% (11 trees) exhibit very poor structure, and 11.7% (11 trees) are dead. Fair condition trees are typical, with few maladies, but declining vigor. Poor and very poor condition trees exhibit declining vigor, unhealthy foliage, poor branch structure, and/or excessive lean. It should be noted that a majority of the trees located on the proposed project site are red gum eucalyptus, of which 40 are located within the City right-of-way. Past agricultural and grading practices throughout Ontario, including those adjacent to the proposed project site, have likely resulted in conditions that impacted tree roots and stressed the trees. Impacts associated with these practices include water stress, root compaction, and basal damage amongst others. These types of impacts can decrease the long-term structural stability of trees, which over time can result in an increased likelihood of failure and associated risk.

Trees within the survey area vary in size and stature according to species and available growing space. The site's trees are composed of single-stemmed and multistemmed trees, with individual trunk diameters ranging from 3 to 36 inches. Tree heights vary from 6 feet to 70 feet. Tree canopy extents range from 5 feet to nearly 50 feet across at their widest.

In total, the project site contains 38 trees that meet the minimum diameter requirement to be City-defined Heritage Trees. The 38 Trees are comprised of 2 deodar cedar, 2 Peruvian pepper, and 34 red gum eucalyptus. The health of the trees ranged from fair to dead. The 38 trees were in fair health (19 trees) or poor health (17 trees) or were found to be dead (2 trees). None of the trees were found to be in good structural condition. In total, 12 trees were in fair structural condition, 17 in poor structural condition, 7 in very poor condition, and 2 were dead.

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4 Tree Preservation

4.1 Regulatory Definitions and Requirements

Section 6.05.020 of the City Code regulates tree preservation and protection within the City (Appendix D). The sections detail the regulatory definitions and requirements as they are stated within the City's Development and Subdivision Regulations.

In addition to the applicable Tree Preservation and Protection Policies and Measures, the City describes replacement standards for trees in required landscape areas in Section 6.05.035, Landscape Development Standards. Details regarding these standards are provided in Appendix D, Development and Subdivision Regulations

4.1.2 Migratory Bird Treaty Act

The MBTA requires that any tree removal or potentially disturbing construction activities occur during certain months to avoid harassment of nesting birds. According to the MBTA, no construction or other disturbing activities can occur within 500 feet of an active bird nest from January through June each year. Biological surveys should be conducted to provide clearance before initiation of project construction.

4.2 Impacts

Tree impacts were determined using GIS technology and spatial locations of trees relative to the proposed project impact areas (limits of grading). Upon determining the individual tree locations in relation to the limits of grading, Dudek evaluated the specific type of work that is proposed to occur within and immediately adjacent to the potentially impacted trees. Impacts were determined based on Dudek's experience with native and non-native trees and their typical reactions to root disturbances from construction activities such as soil compaction, excavation, and remedial grading. The impact analysis results presented herein were used to develop mitigation measures for the proposed project.

Impacts to trees can be classified as either direct or indirect. Direct impacts to trees related to site improvements are typically the result of physical injuries or changes caused by machinery involved with the development process. Direct impacts include tree removal, root damage, soil excavation and compaction, grade changes, loss of canopy, and trunk wounds, among others. Indirect impacts to trees are the result of changes to the site that may cause tree decline, even when the tree is not directly injured. Indirect impacts include alterations to stream flow rates, diversion of groundwater flow, introduction of exotic plant species, and alterations to disturbance regimes. Wider-scale alterations to the area near trees, plus specific changes that occur around the trees, are important considerations.

There is a great deal of variation in tolerance to construction impacts among tree species, ages, and conditions. It is important to know how a certain tree, based on its species, age, and condition, would respond to different types of disturbance. The trees in the project site are of varying ages and conditions. Mature specimens are typically more sensitive to root disturbance and grade changes. In general, healthy trees will respond better to changes in

their growing environment. Trees in poor health or stressed conditions may not be vigorous enough to cope with direct or indirect impacts from construction activities.

Impact totals presented herein are based on conceptual disturbance limits as of the date of this Tree Inventory and Protection Plan. As such, the actual number of trees that are subject to direct and indirect impacts may change as the site planning process proceeds.

4.2.1 Tree Impacts

For the purposes of this report, direct impacts are those associated with tree removal and encroachment. Tree removal is expected to be required when the trunk is located inside or within 2 feet of the proposed limits of grading and significant loss of root area will occur. Encroachment is expected when soil and roots are disturbed within the tree protected zone. In total, 94 trees were inventoried. . Of the 94 total trees, 90 trees are expected to be directly impacted by the proposed project and City Street widening of Campus Avenue. Of the four trees not directly impacted, three would be encroached upon, while one (tree no. 81), would not be. However, with implementation of tree protection measures, as provided in the following sections, the remaining three trees are recommended for protection in place.

4.3 Heritage Tree Replacement

4.3.1 Definition

Per the City ordinance, healthy Heritage Trees that are approved for removal shall be replaced with new trees and shall be shown on required Landscape and Irrigation Construction Documentation Plans. Replacement trees shall have a total trunk diameter (caliper) equal to the tree(s) removed, or as deemed appropriate by the approving authority based on the lot size and available planting space. Replacement trees shall be in addition to the quantity of trees required by this Division for landscaping. The approving authority shall review the landscape plan and approve appropriate species for tree replacement (see Section 6.05.035, Landscape Development Standards, for required trees).

4.3.2 Project Mitigation

As previously stated, 90 trees are expected to be directly impacted by the proposed project and City Street widening of Campus Avenue. Of the 90 trees impacted, none are considered in good health and/or structural condition. As stated in the City ordinance, replacement is required for healthy Heritage Trees. As such, based on the City Ordinance, mitigation is not required for the removal of the 90 impacted trees. However, to replace the 90 removed trees, Dudek recommends the trees be replaced, within the proposed project, at a ratio of 1:1. Replacement of the trees in the post construction landscape will help mitigate the loss of the benefits associated with the removal of 90 trees. It should be noted, that mitigation is not required per the City Ordinance.

4.3.3 Monetary Value

Sections 6.05.020(I) and 6.05.020(K) of the City Code address the monetary value of Heritage Trees. Per Section 6.05.020(I), "The damage or removal of a Heritage Tree protected pursuant to this Section, or encroachment into a protected root area or TPA, shall require an evaluation by a City-approved certified arborist as to the resulting

condition, prescribed treatment to repair the damage, replacement trees if removed (as prescribed by this Division), and monetary value of the tree if removed or damaged beyond repair.” Section 6.05.020(K) continues, “The monetary value of Heritage Trees protected pursuant to this Division, which are removed, shall be based upon the ‘Guide for Plant Appraisal,’ which is available from the International Society of Arboriculture. Appraisals shall be performed by a City-approved professional plant appraiser or certified arborist skilled in tree appraisals.”

Per the City Code, the approved replacement of trees is not dependent on the monetary value of the trees, but dependent on tree health and combined tree caliper size. However, for informational purposes, an appraised value was established, based on the Guide for Establishing Values of Trees and Other Plants prepared by the Council of Tree Landscape Appraisers (ISA 2000). Based on the Guide for Establishing Values of Trees, which accounts for species, condition, trunk diameter, location, species rating, and replacement tree size, the appraised value of the eight fair condition Heritage Trees is approximately \$36,700. The individual appraisal value for the eight trees is found in Appendix B.

5 Tree Protection

In total, four Trees adjacent to the project site are recommended for preservation, three of which are recommended for protection through implementation of tree protection and monitoring measures (provided in Appendix C). Tree protection is a key component in the continued success of the trees on site, especially those immediately adjacent to the project footprint. As stated, there are no preserved trees located within the proposed project footprint. However, based on a review of the site plans, three trees (tree nos. 88, 90, and 91) are encroached upon by the proposed project. As such, and in an effort to enhance the survivability of those trees recommended for retention adjacent to the project site and to minimize project-related impacts, Dudek recommends the following tree protection measures in accordance with Section 6.05.020(E) of the City Code:

1. All trades performing work on property in which trees have been specifically identified for protection pursuant to this Section, shall be informed of the protected trees.
2. During site construction, no person in control of work shall leave any Heritage Tree(s) without sufficient protections in place to prevent injury to the tree(s). Furthermore, it shall be unlawful and a violation of this Section to leave any Heritage Tree protected pursuant to this Section without sufficient protections in place.
3. Any special Tree Protection During Construction requirements shall be included in the Tree Inventory and Preservation Plan, and on any Demolition, Grading, or Construction Plan(s) where existing trees may be impacted, along with the following Tree Protection During Construction standard notes:
 - a. Existing trees to be protected shall be identified with protective fencing to form a TPA. The TPA shall encircle the tree at the outer most edge of the root zone and canopy. The TPA is defined by its "Critical Root Radius," which is calculated by measuring the tree's diameter at 54 inches above natural grade (dbh), and allowing 1.5 FT of radius for each inch of tree diameter. In example, if a tree's dbh is 10 inches, its Critical Root Radius is 15 FT.
 - b. Protective fencing shall be installed prior to any earthwork, and shall remain in place until all work is complete. Fencing shall be 3 FT to 4 FT in height, and shall be installed at the outer most edge of the Critical Root Radius or TPA. The temporary fencing shall be of chain link or other approved durable material. Post "Tree Protection Zone-Keep Out" signs on TPA fencing.
 - c. No construction or staging equipment is allowed within a TPA, including heavy equipment that will compact and damage the roots.
 - d. No disposal of construction materials or by products including paint, plaster, or chemical solutions, is allowed within a TPA.
 - e. Natural or preconstruction grade shall be maintained within a TPA. At no time shall soil be in contact with a tree trunk above the root flare.
 - f. TPA's shall be irrigated sufficiently with clean potable water to keep the tree in good health and vigor before, during, and after construction. Deep watering may be necessary on a weekly basis. Verify that the depth of irrigation provided to roots is adequate.
 - g. Apply a 4-inch to 6-inch thick layer of mulch within the TPA, one foot away from the trunk, before construction begins.

- h. Any work required to be conducted in the ground, within the TPA, shall be accomplished with hand tools or an air spade.
- i. Pruning for clearance, if needed, shall be done to prevent damaging branches with large equipment. All pruning shall be in accordance with industry standards (International Society of Arboriculture ANSI A300) under the direction of a Certified Arborist.
- j. Avoid cutting roots with a diameter larger than 2 inches. Cuts should be clean and made at right angles to the roots. When practical, cut roots back to a branching lateral root. Trenches for piping shall be bored under, at a minimum depth of 36 inches. Consult a Certified Arborist to be present if more than 33 percent of the root zone is impacted, or roots greater than 2 inches diameter within 5 FT of the trunk will be cut, to ensure tree stability and that health will not be affected.

Additional tree preservation recommendations can be found in Appendix C, Tree Protection Measures.

6 Conclusion

Dudek inventoried and evaluated 94 trees on and adjacent to the proposed project site. The 94 trees are comprised of 38 trees that have diameters greater than 18 inches. However, based on the City Ordinance, none are considered Heritage Trees due to their current health and structural condition. Of these 94 trees, 90 trees are expected to be directly impacted by the proposed project. The remaining four trees are recommended for protection in place in accordance with the City Code. As stated in the City ordinance, replacement is required for healthy Heritage Trees. As such, based on the City Ordinance, replacement of the 90 trees is not required. However, to mitigate the loss of the benefits associated with the removal of 90 trees, Dudek recommends the 90 trees be replaced at a ratio of 1:1. In addition to the replacement of the 90 impacted trees, Dudek recommends three trees (tree nos. 88, 90, and 91) be protected and monitored in accordance with the details provided in Section 5, Tree Protection, and Appendix C of this report.

7 Disclaimer

This report provides conclusions and recommendations based on a visual examination of the trees and surrounding site by an ISA Certified Arborist and reasonable reliance on the completeness and accuracy of the information provided to the arborist. The examination did not include subterranean or internal examination of the trees.

Arborists are tree specialists who use their education, knowledge, training, and experience to examine trees; recommend measures to enhance the beauty and health of trees; and attempt to reduce the risk of living near them. Although trees provide many benefits to those who live near them, they also include inherent risks from breakage or failure that can be minimized, but not eliminated.

Arborists cannot detect every condition that could possibly lead to the failure of a tree. Trees are living organisms subject to attack by disease, insects, fungi, weather, and other forces of nature, and conditions that lead to failure are often hidden within trees and below ground. There are some inherent risks with trees that cannot be predicted with any degree of certainty, even by a skilled and experienced arborist. Arborists cannot predict acts of nature, including storms of sufficient strength, that can cause even an apparently healthy tree to fail. Additionally, arborists cannot guarantee that a tree will be healthy or safe under all circumstances or for any specific period of time. A tree's condition could change over a short or long period of time due to climatic, environmental, and other conditions. Further, there is no guarantee or certainty that recommendations or efforts to correct unsafe conditions will prevent future breakage or failure of a tree.

To live or work near trees is to accept some degree of risk. Neither the author of this report nor Dudek assumes any responsibility for, nor will they be liable for, any claims, losses, or damages for damage to any tree, death or injury to any person, or any loss of or damage to any personal or real property.

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8 References

ISA (International Society of Arboriculture). 2000. *Guide for Plant Appraisal*. 9th ed. Council of Tree and Landscape Appraisers.

Western Chapter ISA (Western Chapter, International Society of Arboriculture). 2004. *Species Classification and Group Assignment: A Regional Supplement to the CTLA Guide for Plant Appraisal*. 9th ed.

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Appendix A

Tree Location Exhibit



SOURCE: AERIAL- BING MAPPING SERVICE 2019



Appendix B

Tree Information Matrix

Appendix B - Tree Information Matrix

| Tree ID | Botanical Name | Common Name | No. of Stems | Individual Tree Diameters (in.) | | | | | | Health | Tree Height (ft.) | Crown Width (ft.) | Structural Condition | Impact Status | Appraised Value |
|---------|---------------------------------|-------------|--------------|---------------------------------|--------|--------|--------|--------|--------|--------|-------------------|-------------------|----------------------|---------------|-----------------|
| | | | | Stem 1 | Stem 2 | Stem 3 | Stem 4 | Stem 5 | Stem 6 | | | | | | |
| 1 | <i>Eucalyptus camaldulensis</i> | Red gum | 4 | 22 | 12 | 9 | 10 | 0 | 0 | Fair | 24 | 18 | very-poor | Removal | |
| 2 | <i>Eucalyptus camaldulensis</i> | Red gum | 2 | 27 | 8 | 0 | 0 | 0 | 0 | Poor | 30 | 12 | very-poor | Removal | |
| 3 | <i>Eucalyptus camaldulensis</i> | Red gum | 1 | 32 | 0 | 0 | 0 | 0 | 0 | Fair | 65 | 50 | poor | Removal | |
| 4 | <i>Eucalyptus camaldulensis</i> | Red gum | 2 | 13 | 9 | 0 | 0 | 0 | 0 | Poor | 30 | 12 | very-poor | Removal | |
| 5 | <i>Eucalyptus camaldulensis</i> | Red gum | 3 | 29 | 29 | 9 | 0 | 0 | 0 | Fair | 70 | 50 | poor | Removal | |
| 6 | <i>Eucalyptus camaldulensis</i> | Red gum | 2 | 9 | 6 | 0 | 0 | 0 | 0 | Dead | 8 | 0 | dead | Removal | |
| 7 | <i>Eucalyptus camaldulensis</i> | Red gum | 2 | 34 | 29 | 0 | 0 | 0 | 0 | Fair | 70 | 50 | very-poor | Removal | |
| 8 | <i>Eucalyptus camaldulensis</i> | Red gum | 1 | 11 | 0 | 0 | 0 | 0 | 0 | Poor | 13 | 6 | poor | Removal | |
| 9 | <i>Eucalyptus camaldulensis</i> | Red gum | 3 | 34 | 8 | 4 | 0 | 0 | 0 | Fair | 70 | 50 | fair | Removal | \$8,346 |
| 10 | <i>Eucalyptus camaldulensis</i> | Red gum | 1 | 19 | 0 | 0 | 0 | 0 | 0 | Poor | 50 | 8 | poor | Removal | |
| 11 | <i>Eucalyptus camaldulensis</i> | Red gum | 6 | 17 | 18 | 6 | 4 | 9 | 8 | Fair | 60 | 45 | poor | Removal | |
| 12 | <i>Eucalyptus camaldulensis</i> | Red gum | 2 | 5 | 3 | 0 | 0 | 0 | 0 | Dead | 13 | 0 | dead | Removal | |
| 13 | <i>Eucalyptus camaldulensis</i> | Red gum | 1 | 9 | 0 | 0 | 0 | 0 | 0 | Poor | 30 | 9 | poor | Removal | |
| 14 | <i>Eucalyptus camaldulensis</i> | Red gum | 2 | 18 | 16 | 0 | 0 | 0 | 0 | Poor | 55 | 45 | poor | Removal | |
| 15 | <i>Eucalyptus camaldulensis</i> | Red gum | 1 | 10 | 0 | 0 | 0 | 0 | 0 | Dead | 7 | 0 | dead | Removal | |
| 16 | <i>Eucalyptus camaldulensis</i> | Red gum | 2 | 32 | 16 | 0 | 0 | 0 | 0 | Poor | 65 | 45 | poor | Removal | |
| 17 | <i>Eucalyptus camaldulensis</i> | Red gum | 3 | 26 | 8 | 8 | 0 | 0 | 0 | Poor | 55 | 35 | very-poor | Removal | |
| 18 | <i>Eucalyptus camaldulensis</i> | Red gum | 2 | 22 | 0 | 0 | 0 | 0 | 0 | Dead | 35 | 0 | dead | Removal | |
| 19 | <i>Eucalyptus camaldulensis</i> | Red gum | 2 | 19 | 7 | 0 | 0 | 0 | 0 | Poor | 55 | 35 | poor | Removal | |
| 20 | <i>Eucalyptus camaldulensis</i> | Red gum | 1 | 31 | 0 | 0 | 0 | 0 | 0 | Poor | 65 | 35 | poor | Removal | |
| 21 | <i>Eucalyptus camaldulensis</i> | Red gum | 1 | 9 | 0 | 0 | 0 | 0 | 0 | Dead | 6 | 0 | dead | Removal | |
| 22 | <i>Eucalyptus camaldulensis</i> | Red gum | 2 | 17 | 14 | 0 | 0 | 0 | 0 | Poor | 35 | 25 | very-poor | Removal | |
| 23 | <i>Eucalyptus camaldulensis</i> | Red gum | 1 | 20 | 0 | 0 | 0 | 0 | 0 | Dead | 45 | 0 | dead | Removal | |
| 24 | <i>Eucalyptus camaldulensis</i> | Red gum | 2 | 19 | 11 | 0 | 0 | 0 | 0 | Poor | 45 | 30 | poor | Removal | |
| 25 | <i>Eucalyptus camaldulensis</i> | Red gum | 1 | 30 | 0 | 0 | 0 | 0 | 0 | Poor | 65 | 40 | very-poor | Removal | |
| 26 | <i>Eucalyptus camaldulensis</i> | Red gum | 1 | 12 | 0 | 0 | 0 | 0 | 0 | Dead | 6 | 0 | dead | Removal | |
| 27 | <i>Eucalyptus camaldulensis</i> | Red gum | 2 | 22 | 0 | 0 | 0 | 0 | 0 | Poor | 50 | 35 | poor | Removal | |
| 28 | <i>Eucalyptus camaldulensis</i> | Red gum | 1 | 14 | 0 | 0 | 0 | 0 | 0 | Poor | 35 | 6 | poor | Removal | |
| 29 | <i>Eucalyptus camaldulensis</i> | Red gum | 1 | 30 | 0 | 0 | 0 | 0 | 0 | Poor | 55 | 40 | poor | Removal | |
| 30 | <i>Eucalyptus camaldulensis</i> | Red gum | 1 | 19 | 0 | 0 | 0 | 0 | 0 | Poor | 60 | 30 | very-poor | Removal | |
| 31 | <i>Eucalyptus camaldulensis</i> | Red gum | 1 | 31 | 0 | 0 | 0 | 0 | 0 | Poor | 65 | 15 | very-poor | Removal | |
| 32 | <i>Eucalyptus camaldulensis</i> | Red gum | 2 | 28 | 8 | 0 | 0 | 0 | 0 | Poor | 55 | 45 | poor | Removal | |
| 33 | <i>Eucalyptus camaldulensis</i> | Red gum | 2 | 18 | 14 | 0 | 0 | 0 | 0 | Poor | 60 | 40 | poor | Removal | |
| 34 | <i>Eucalyptus camaldulensis</i> | Red gum | 1 | 18 | 0 | 0 | 0 | 0 | 0 | Poor | 40 | 20 | poor | Removal | |
| 35 | <i>Eucalyptus camaldulensis</i> | Red gum | 4 | 29 | 15 | 4 | 4 | 0 | 0 | Poor | 60 | 40 | poor | Removal | |
| 36 | <i>Eucalyptus camaldulensis</i> | Red gum | 1 | 12 | 0 | 0 | 0 | 0 | 0 | Poor | 20 | 8 | very-poor | Removal | |
| 37 | <i>Eucalyptus camaldulensis</i> | Red gum | 1 | 30 | 0 | 0 | 0 | 0 | 0 | Fair | 65 | 40 | poor | Removal | |

Appendix B - Tree Information Matrix

| Tree ID | Botanical Name | Common Name | No. of Stems | Individual Tree Diameters (in.) | | | | | | Health | Tree Height (ft.) | Crown Width (ft.) | Structural Condition | Impact Status | Appraised Value |
|---------|---------------------------------|-------------|--------------|---------------------------------|--------|--------|--------|--------|--------|--------|-------------------|-------------------|----------------------|---------------|-----------------|
| | | | | Stem 1 | Stem 2 | Stem 3 | Stem 4 | Stem 5 | Stem 6 | | | | | | |
| 38 | <i>Eucalyptus camaldulensis</i> | Red gum | 2 | 12 | 0 | 0 | 0 | 0 | 0 | Poor | 45 | 20 | poor | Removal | |
| 39 | <i>Eucalyptus camaldulensis</i> | Red gum | 1 | 15 | 0 | 0 | 0 | 0 | 0 | Poor | 24 | 8 | very-poor | Removal | |
| 40 | <i>Eucalyptus camaldulensis</i> | Red gum | 2 | 12 | 11 | 0 | 0 | 0 | 0 | Poor | 22 | 20 | poor | Removal | |
| 41 | <i>Eucalyptus camaldulensis</i> | Red gum | 1 | 15 | 0 | 0 | 0 | 0 | 0 | Poor | 40 | 25 | fair | Removal | |
| 42 | <i>Eucalyptus camaldulensis</i> | Red gum | 1 | 30 | 0 | 0 | 0 | 0 | 0 | Fair | 65 | 50 | fair | Removal | \$6,122 |
| 43 | <i>Eucalyptus camaldulensis</i> | Red gum | 1 | 24 | 0 | 0 | 0 | 0 | 0 | Fair | 60 | 50 | fair | Removal | \$3,977 |
| 44 | <i>Eucalyptus camaldulensis</i> | Red gum | 1 | 10 | 0 | 0 | 0 | 0 | 0 | Fair | 55 | 50 | fair | Removal | |
| 45 | <i>Eucalyptus camaldulensis</i> | Red gum | 1 | 12 | 0 | 0 | 0 | 0 | 0 | Fair | 50 | 6 | poor | Removal | |
| 46 | <i>Eucalyptus camaldulensis</i> | Red gum | 1 | 22 | 0 | 0 | 0 | 0 | 0 | Fair | 45 | 40 | fair | Removal | \$5,512 |
| 47 | <i>Eucalyptus camaldulensis</i> | Red gum | 1 | 13 | 0 | 0 | 0 | 0 | 0 | Fair | 35 | 38 | fair | Removal | |
| 48 | <i>Eucalyptus camaldulensis</i> | Red gum | 2 | 20 | 18 | 0 | 0 | 0 | 0 | Fair | 50 | 45 | fair | Removal | \$2,812 |
| 49 | <i>Eucalyptus camaldulensis</i> | Red gum | 1 | 24 | 0 | 0 | 0 | 0 | 0 | Fair | 55 | 45 | fair | Removal | \$3,977 |
| 50 | <i>Eucalyptus camaldulensis</i> | Red gum | 1 | 12 | 0 | 0 | 0 | 0 | 0 | Dead | 30 | 0 | dead | Removal | |
| 51 | <i>Eucalyptus camaldulensis</i> | Red gum | 1 | 16 | 0 | 0 | 0 | 0 | 0 | Fair | 45 | 30 | fair | Removal | |
| 52 | <i>Eucalyptus camaldulensis</i> | Red gum | 5 | 9 | 9 | 5 | 6 | 0 | 0 | Fair | 35 | 30 | fair | Removal | |
| 53 | <i>Eucalyptus camaldulensis</i> | Red gum | 1 | 3 | 0 | 0 | 0 | 0 | 0 | Poor | 12 | 5 | fair | Removal | |
| 54 | <i>Eucalyptus camaldulensis</i> | Red gum | 1 | 3 | 0 | 0 | 0 | 0 | 0 | Fair | 16 | 8 | fair | Removal | |
| 55 | <i>Eucalyptus camaldulensis</i> | Red gum | 1 | 3 | 0 | 0 | 0 | 0 | 0 | Fair | 14 | 8 | poor | Removal | |
| 56 | <i>Eucalyptus camaldulensis</i> | Red gum | 1 | 3 | 0 | 0 | 0 | 0 | 0 | Fair | 28 | 12 | fair | Removal | |
| 57 | <i>Eucalyptus camaldulensis</i> | Red gum | 1 | 6 | 0 | 0 | 0 | 0 | 0 | Fair | 22 | 15 | fair | Removal | |
| 58 | <i>Eucalyptus camaldulensis</i> | Red gum | 1 | 12 | 0 | 0 | 0 | 0 | 0 | Poor | 55 | 20 | fair | Removal | |
| 59 | <i>Eucalyptus camaldulensis</i> | Red gum | 1 | 6 | 0 | 0 | 0 | 0 | 0 | Poor | 30 | 15 | fair | Removal | |
| 60 | <i>Eucalyptus camaldulensis</i> | Red gum | 1 | 8 | 0 | 0 | 0 | 0 | 0 | Poor | 35 | 28 | fair | Removal | |
| 61 | <i>Eucalyptus camaldulensis</i> | Red gum | 2 | 4 | 3 | 0 | 0 | 0 | 0 | Fair | 225 | 18 | fair | Removal | |
| 62 | <i>Eucalyptus camaldulensis</i> | Red gum | 2 | 9 | 4 | 0 | 0 | 0 | 0 | Poor | 25 | 15 | fair | Removal | |
| 63 | <i>Eucalyptus camaldulensis</i> | Red gum | 1 | 10 | 0 | 0 | 0 | 0 | 0 | Dead | 35 | 20 | dead | Removal | |
| 64 | <i>Eucalyptus camaldulensis</i> | Red gum | 1 | 6 | 0 | 0 | 0 | 0 | 0 | Fair | 30 | 15 | fair | Removal | |
| 65 | <i>Eucalyptus camaldulensis</i> | Red gum | 1 | 7 | 0 | 0 | 0 | 0 | 0 | Dead | 25 | 0 | dead | Removal | |
| 66 | <i>Eucalyptus camaldulensis</i> | Red gum | 1 | 14 | 0 | 0 | 0 | 0 | 0 | Fair | 50 | 30 | fair | Removal | |
| 67 | <i>Eucalyptus camaldulensis</i> | Red gum | 1 | 15 | 0 | 0 | 0 | 0 | 0 | Dead | 45 | 20 | dead | Removal | |
| 68 | <i>Eucalyptus camaldulensis</i> | Red gum | 1 | 13 | 0 | 0 | 0 | 0 | 0 | Poor | 50 | 30 | fair | Removal | |
| 69 | <i>Eucalyptus camaldulensis</i> | Red gum | 5 | 9 | 9 | 6 | 3 | 6 | 5 | Fair | 45 | 25 | poor | Removal | |
| 70 | <i>Eucalyptus camaldulensis</i> | Red gum | 1 | 5 | 0 | 0 | 0 | 0 | 0 | Fair | 8 | 6 | fair | Removal | |
| 71 | <i>Eucalyptus camaldulensis</i> | Red gum | 2 | 13 | 3 | 0 | 0 | 0 | 0 | Poor | 60 | 30 | fair | Removal | |
| 72 | <i>Eucalyptus camaldulensis</i> | Red gum | 3 | 8 | 8 | 8 | 0 | 0 | 0 | Fair | 35 | 50 | fair | Removal | |
| 73 | <i>Eucalyptus camaldulensis</i> | Red gum | 2 | 3 | 3 | 0 | 0 | 0 | 0 | Poor | 30 | 12 | fair | Removal | |
| 74 | <i>Eucalyptus camaldulensis</i> | Red gum | 1 | 10 | 0 | 0 | 0 | 0 | 0 | Fair | 35 | 15 | fair | Removal | |

Appendix B - Tree Information Matrix

| Tree ID | Botanical Name | Common Name | No. of Stems | Individual Tree Diameters (in.) | | | | | | Health | Tree Height (ft.) | Crown Width (ft.) | Structural Condition | Impact Status | Appraised Value |
|---------|---------------------------------|--------------------|--------------|---------------------------------|--------|--------|--------|--------|--------|--------|-------------------|-------------------|----------------------|---------------|-----------------|
| | | | | Stem 1 | Stem 2 | Stem 3 | Stem 4 | Stem 5 | Stem 6 | | | | | | |
| 75 | <i>Eucalyptus camaldulensis</i> | Red gum | 1 | 13 | 0 | 0 | 0 | 0 | 0 | Fair | 45 | 30 | fair | Removal | |
| 76 | <i>Eucalyptus camaldulensis</i> | Red gum | 1 | 15 | 0 | 0 | 0 | 0 | 0 | Fair | 35 | 30 | fair | Removal | |
| 77 | <i>Eucalyptus camaldulensis</i> | Red gum | 1 | 15 | 0 | 0 | 0 | 0 | 0 | Fair | 45 | 35 | poor | Removal | |
| 78 | <i>Eucalyptus camaldulensis</i> | Red gum | 2 | 16 | 12 | 0 | 0 | 0 | 0 | Poor | 45 | 30 | poor | Removal | |
| 79 | <i>Eucalyptus camaldulensis</i> | Red gum | 2 | 26 | 19 | 0 | 0 | 0 | 0 | Fair | 65 | 35 | poor | Removal | |
| 80 | <i>Eucalyptus camaldulensis</i> | Red gum | 1 | 19 | 0 | 0 | 0 | 0 | 0 | Fair | 60 | 35 | fair | Removal | \$2,554 |
| 81 | <i>Schinus molle</i> | Peruvian pepper | 1 | 27 | 0 | 0 | 0 | 0 | 0 | Fair | 35 | 35 | fair | Preservation | |
| 82 | <i>Eucalyptus camaldulensis</i> | Red gum | 1 | 13 | 0 | 0 | 0 | 0 | 0 | Fair | 65 | 45 | fair | Removal | |
| 83 | <i>Eucalyptus camaldulensis</i> | Red gum | 1 | 16 | 0 | 0 | 0 | 0 | 0 | Fair | 65 | 45 | fair | Removal | |
| 84 | <i>Eucalyptus camaldulensis</i> | Red gum | 1 | 11 | 0 | 0 | 0 | 0 | 0 | Poor | 60 | 25 | fair | Removal | |
| 85 | <i>Eucalyptus camaldulensis</i> | Red gum | 1 | 15 | 14 | 0 | 0 | 0 | 0 | Fair | 65 | 30 | fair | Removal | |
| 86 | <i>Schinus molle</i> | Peruvian pepper | 1 | 17 | 0 | 0 | 0 | 0 | 0 | Fair | 30 | 30 | fair | Removal | |
| 87 | <i>Eucalyptus camaldulensis</i> | Red gum | 1 | 22 | 0 | 0 | 0 | 0 | 0 | Fair | 65 | 40 | fair | Removal | \$3,368 |
| 88 | <i>Eucalyptus camaldulensis</i> | Red gum | 1 | 26 | 0 | 0 | 0 | 0 | 0 | Fair | 70 | 45 | fair | Protection | |
| 89 | <i>Juglans nigra</i> | Black walnut | 1 | 6 | 0 | 0 | 0 | 0 | 0 | Fair | 12 | 10 | fair | Removal | |
| 90 | <i>Cedrus deodara</i> | Deodar cedar | 1 | 18 | 0 | 0 | 0 | 0 | 0 | Fair | 50 | 40 | fair | Protection | |
| 91 | <i>Cedrus deodara</i> | Deodar cedar | 1 | 21 | 0 | 0 | 0 | 0 | 0 | Fair | 60 | 35 | fair | Protection | |
| 92 | <i>Schinus molle</i> | Peruvian pepper | 1 | 36 | 0 | 0 | 0 | 0 | 0 | Fair | 30 | 24 | poor | Removal | |
| 93 | <i>Sambucus mexicana</i> | Mexican elderberry | 3 | 6 | 8 | 7 | 0 | 0 | 0 | Fair | 18 | 18 | fair | Removal | |
| 94 | <i>Eucalyptus camaldulensis</i> | Red gum | 2 | 15 | 15 | 0 | 0 | 0 | 0 | Fair | 18 | 12 | fair | Removal | |

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Appendix C

Tree Protection Measures

Appendix C – Tree Protection Measures

The following sections are included as general guidelines for tree protection from construction impacts. The measures presented should be monitored by arborists and enforced by contractors and developers for maximum benefit to the trees.

Tree Protection Measures Prior to Construction

Fencing: All remaining trees that will not be relocated or removed should be preserved and protected in place. Trees within approximately 15 feet of proposed construction activity should be temporarily fenced with chain link or other material satisfactory to City planning staff throughout grading and construction activities. The fencing should be installed 3 feet outside of the dripline of each tree (or edge of canopy for cluster of trees), be 4 feet tall, and staked every 6 feet. The fenced area should be considered the tree protection zone (TPZ) unless proximate construction required temporary removal.

Pre-Construction Meeting: A pre-construction meeting should be held between all contractors (including grading, tree removal/pruning, builders, etc.) and the arborist. The arborist will instruct the contractors on tree protection practices and answer any questions. All equipment operators and spotters, assistants, or those directing operators from the ground, should provide written acknowledgement of their receiving tree protection training. This training should include information on the location and marking of protected trees, the necessity of preventing damage, and the discussion of work practices that will accomplish such.

Protection and Maintenance During Construction

Once construction activities have begun the following measures should be adhered to:

Equipment Operation and Storage: Avoid heavy equipment operation around the trees. Operating heavy machinery around the root zones of trees will increase soil compaction, which decreases soil aeration and subsequently reduces water penetration in the soil. All heavy equipment and vehicles should, at minimum, stay out of the fenced TPZ, unless where specifically approved in writing and under the supervision of a Certified Arborist or as provided by the approved landscape plan.

Storage and Disposal: Do not store or discard any supply or material, including paint, lumber, concrete overflow, etc. within the protection zone. Remove all foreign debris within the protection zone; it is important to leave the duff, mulch, chips, and leaves around the retained trees for water retention and nutrients. Avoid draining or leakage of equipment fluids near retained trees. Fluids such as gasoline, diesel, oils, hydraulics, brake and transmission fluids, paint, paint thinners, and glycol (anti-freeze) should be disposed of properly. Keep equipment parked at least 50 feet away from retained trees to avoid the possibility of leakage of equipment fluids into the soil. The effect of toxic equipment fluids on the retained trees could lead to decline and death.

Grade Changes: Grade changes, including adding fill, are not permitted within the TPZ without special written authorization and under the supervision of a Certified Arborist or as provided by the approved landscape plan. Lowering the grade within this area will necessitate cutting main support and feeder roots, jeopardizing the health and structural integrity of the tree(s). Adding soil, even temporarily, on top of the existing grade will compact the soil further, and decrease both water and air availability to the trees' roots.

Moving Construction Materials: Care will be taken when moving equipment or supplies near the trees, especially overhead. Avoid damaging the tree(s) when transporting or moving construction materials and working around the tree (even outside of the fenced tree protection zone). Above ground tree parts that could be damaged (e.g., low limbs, trunks) should be flagged with red ribbon. If contact with the tree crown is unavoidable, prune the conflicting branch(es) using International Society of Arboriculture (ISA) standards.

Root Pruning: Except where specifically approved in writing or as provided in Attachment 3, all trenching should be outside of the fenced protection zone. Roots primarily extend in a horizontal direction forming a support base to the tree similar to the base of a wineglass. Where trenching is necessary in areas that contain tree roots, prune the roots using a Dosko root pruner or equivalent. All cuts should be clean and sharp, to minimize ripping, tearing, and fracturing of the root system. The trench should be made no deeper than necessary.

Irrigation: Trees that have been substantially root pruned (30% or more of their root zone) will require irrigation for the first 12 months. The first irrigation should be within 48 hours of root pruning. They should be deep watered every 2 to 4 weeks during the summer and once a month during the winter (adjust accordingly with rainfall). One irrigation cycle should thoroughly soak the root zones of the trees to a depth of 3 feet. The soil should dry out between watering; avoid keeping a consistently wet soil. Designate one person to be responsible for irrigating (deep watering) the trees. Check soil moisture with a soil probe before irrigating. Irrigation is best accomplished by installing a temporary above ground micro-spray system that will distribute water slowly (to avoid runoff) and evenly throughout the fenced protection zone *but never soaking the area located within 6 feet of the tree trunk, especially during warmer months.*

Pruning: Do not prune any of the trees until all construction is completed. This will help protect the tree canopies from damage. All pruning should be completed under the direction of an ISA Certified Arborist and using ISA guidelines. Only dead wood should be removed from tree canopies.

Washing: During construction in summer and autumn months, wash foliage of trees adjacent to the construction sites with a strong water stream every two weeks in early hours before 10:00 a.m. to control mite and insect populations.

Inspection: An ISA Certified Arborist should inspect the impacted preserved trees on a monthly basis during construction. A report comparing tree health and condition to the original, pre-construction baseline should be submitted following each inspection. Photographs of representative trees are to be included in the report on a minimum annual basis.

Maintenance After Construction

Once construction is complete the fencing may be removed and the following measures performed to sustain and enhance the vigor of the preserved trees.

Mulch: Provide a 4-inch mulch layer under the canopy of trees. Mulch should include clean, organic mulch that will provide long-term soil conditioning, soil moisture retention, and soil temperature control.

Pruning: The trees will not require regular pruning. Pruning should *only* be done to maintain clearance and remove broken, dead or diseased branches. Pruning should only take place following a recommendation by an ISA Certified Arborist and performed under the supervision of an ISA Certified Arborist. No more than 20% of the canopy should be removed at any one time. All pruning should conform to ISA standards.

Watering: The natural trees that are not disturbed should not require regular irrigation, other than the 12 months following substantial root pruning. However, soil probing will be necessary to accurately monitor moisture levels. Especially in years with low winter rainfall, supplemental irrigation for the trees that sustained root pruning and any newly planted trees may be necessary. The trees should be irrigated *only* during the winter and spring months.

Watering Adjacent Plant Material: All plants near the trees should be compatible with water requirements of said trees. The surrounding plants should be watered infrequently with deep soaks and allowed to dry out in-between, rather than frequent light irrigation. The soil should not be allowed to become saturated or stay continually wet. Irrigation spray should not hit the trunk of any tree. A 60-inch dry-zone should be maintained around all tree trunks. An aboveground micro-spray irrigation system is recommended over typical underground pop-up sprays.

Washing: Periodic washing of the foliage is recommended during construction but no more than once every 2 weeks. Washing should include the upper and lower leaf surfaces and the tree bark. This should continue beyond the construction period at a less frequent rate with a high-powered hose only in the early morning hours. Washing will help control dirt/dust buildup that can lead to mite and insect infestations.

Spraying: If the trees are maintained in a healthy state, regular spraying for insect or disease control should not be necessary. If a problem does develop, an ISA Certified Arborist should be consulted; the trees may require application of insecticides to prevent the intrusion of bark-boring beetles and other invading pests. All chemical spraying should be performed by a licensed applicator under the direction of a licensed pest control advisor.

Inspection: All trees that were impacted during construction within the TPZ should be monitored by an ISA Certified Arborist for the first 5 years after construction completion. The Arborist should submit an annual report, photograph each tree and compare tree health and condition to the original, pre-construction baseline.

Appendix D

Development and Subdivision Regulations

Chapter 6.0:

Development and Subdivision Regulations

[Division 6.01](#)—District Standards and Guidelines

[Division 6.02](#)—Walls, Fences and Obstructions

[Division 6.03](#)—Off-Street Parking and Loading

[Division 6.04](#)—Congestion Management and Trip Reduction

[Division 6.05](#)—Landscaping

[Division 6.06](#)—Street Naming and Address Numbering

[Division 6.07](#)—Public Art

[Division 6.08](#)—Subdivisions

[Division 6.09](#)—Environmental Performance and Sustainable Development Standards

[Division 6.10](#)—Property Appearance and Maintenance

[Division 6.11](#)—Shopping Cart Retention and Storage

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Division 6.05—Landscaping

Sections:

- [6.05.000:](#) Purpose
- [6.05.005:](#) Applicability
- [6.05.010:](#) Landscape Design Principles
- [6.05.015:](#) Landscape Plans
- [6.05.020:](#) Tree Preservation Policy and Protection Measures
- [6.05.025:](#) Violation—Penalty
- [6.05.030:](#) Required Landscaped Areas
- [6.05.035:](#) Landscape Development Standards
- [6.05.040:](#) Landscape Maintenance
- [6.05.045:](#) Landscape Design and Construction Guidelines

6.05.000: Purpose

The purpose of this Division is to establish standards regulating landscaping and irrigation systems, which:

- A.** Improve the connection between the built and natural environments, increase the function of outdoor spaces and buffer land use compatibility conflicts;
- B.** Enhance the aesthetic appearance of development in all areas of the City by providing standards relating to the quality, quantity, and functional aspects of landscaping;
- C.** Reduce heat and glare generated by development;
- D.** Promote public health, safety, and welfare, by minimizing the impacts of all forms of physical and visual pollution, preserving the integrity of neighborhoods, and enhancing pedestrian and vehicular traffic safety;
- E.** Reduce energy use and associated costs from heating and air conditioning buildings and the transportation and pumping of water.
- F.** Preserve existing protected trees and topsoil where possible, incorporate native plant communities, and ecosystems into landscape design, and control soil erosion;
- G.** Promote the conservation of water by establishing provisions for water management practices, and techniques for the installation and maintenance of appropriate landscape materials and efficient irrigation systems as required by the Water Conservation in Landscaping Act of 2006 (AB 1881), commencing with GC Section 65591.

6.05.005: Applicability

- A. Landscaping Required.** All projects shall provide and maintain landscaping and irrigation systems in compliance with the provisions of this Division.

B. Landscape and Irrigation Plans Subject to Review.

1. Submittal of Landscape and Irrigation Plans Required. Landscape and irrigation plans, shall be submitted to the City for review for compliance with the requirements of this Division.

2. Plan Approval Required. Landscaping shall not be installed until the Landscape and Irrigation Construction Documentation Plans required by this Division have been approved by the Approving Authority. The Approving Authority is established by Table 2.02-1 (Review Matrix) of this Development Code, and shall be empowered to approve or deny Landscape and Irrigation Documentation Plans.

3. Changes to Approved Landscape and Irrigation Plans. Changes to approved Landscape and Irrigation Documentation Plans, which affect the character or quantity of the plant material or irrigation system design, shall be resubmitted for approval of the revision by the Approving Authority, prior to the commencement of the changes.

6.05.010: Landscape Design Principles

Landscaping is an important part of the aesthetic quality of the City, and is important to create a sense of the City as a pleasant and safe place to live and work. The standards prescribed by this Division are intended to pursue sustainable, high quality landscaping, which is associated with the varying land use characteristics of the community. It is further intended that implementation of these guidelines will serve to enhance the street environment for motorists, as well as to contribute to convenient pedestrian connections throughout the City.

1. Use landscaping to define and create usable spaces throughout each development. Landscaping should be used to guide the user through the site, and incorporate appropriate design elements for spaces such as entrances, walkways, gathering spaces, seating areas, utility areas, view corridors, open spaces, play spaces, and foregrounds and backdrops. Landscape design can be accomplished by utilizing form, function, scale, unity, contrast, varying the density of landscape material, use of color, layering, vertical and horizontal contrasts, and varying the texture of planting. Individual building projects can be enhanced through larger and more intensely developed landscaping.

2. Use landscaping to reduce the massing of buildings and eliminate large blank walls. Landscaping should be used to reduce the massing or bulk of buildings, particularly large industrial and warehouse/distribution buildings. Reductions in massing can be accomplished by using landscape treatments to provide vertical and horizontal contrast and to add visual interest. Major buildings should have foundation plantings adjacent to buildings such as hedgerows or shrub masses to break the horizontal ground plane from the vertical plane of the building.

3. Use landscaping to soften the effect of paved areas. Landscaping should be provided in all parking areas to reduce the visual impact of parking areas and reduce associated heat build-up. Parking lot landscaping should be integrated with, and an extension of, other on-site landscape features.

4. Landscapes should be designed to achieve harmony and unity between indoor and outdoor spaces. Designs should create both pleasing and economical layouts, incorporating durable and natural materials while ensuring safety and providing guidance for pedestrians and vehicles to their destinations. High quality landscapes should be attractive with open accessibility

to nature while incorporating measures to promote sustainability: environmentally, economically, and socially.

5. Environmentally sustainable landscapes efficiently manage stormwater by capturing, and infiltrating runoff into dry wells, french drains, vegetated swales, or basins in planter areas or into porous hardscapes. Hardscape areas should be planted with canopy trees to clean air and mitigate the urban heat island effect and use California native and Mediterranean type plants to conserve water.

6. Economically sustainable landscapes are energy efficient by using large trees to buffer summer sun and winter wind on buildings or outdoor seating areas. They use resources carefully by incorporating low water using plants and efficient irrigation systems. Turfgrass areas are limited to parks and open spaces for active play which help reduce maintenance, pollution and water resource costs.

7. Socially sustainable landscapes create unique environments that enhance places to work, shop or dine and lend significant value to development. High quality landscapes have a profound impact on people's attitude and work performance as well as their enjoyment of a place. Open spaces, plazas, employee lunch areas and trails offer places to unwind, and meet people. Accessible paths and trails improve health through walking and biking.

6.05.015: Landscape Plans

A. Preliminary Landscape Plans.

1. Plan Required. A preliminary landscape plan shall be submitted with a Development Plan application or any other discretionary permit or action that proposes new or revised landscaped area. Where no discretionary permit or action is required, Landscape and Construction Irrigation Documentation Plans prepared pursuant to Subsection B (Landscape and Irrigation Construction Documentation Plans), below, may be required by the City prior to the issuance of a Building Permit, as a requirement of any landscaped area proposed in fulfillment of the requirements of this Development Code.

2. Preliminary Landscape Plan.

a. The preliminary landscape plan shall meet the purposes of this Division by exhibiting a design layout that demonstrates the desired landscaping program in terms of function, location, size, scale, theme, and similar attributes.

b. The preliminary landscape plan shall provide the Approving Authority with a clear understanding of the landscaping program prior to preparation of the detailed Landscape and Irrigation Documentation Plans.

c. The preliminary landscape plan shall meet the purposes of OMC Title 10 (Parks and Recreation), Chapter 2 (Parkway Trees), commencing with Section 10-2.01.

d. The preliminary landscape plan shall include the Maximum Applied Water Allowance (MAWA) calculation, based upon the area devoted to landscaping as shown on the preliminary landscape plan. See worksheets contained in the Landscape Design and Construction Guidelines (Development Code Reference G) for the MAWA calculation formula.

3. Plan Preparation by a Qualified Design Professional is Required. Preliminary landscape plans shall be prepared by a California-registered landscape architect, or the architect that designed the on-site structures and improvements, or other qualified design professional.

4. Waiver of Requirements. The Approving Authority may waive the requirement for a preliminary landscape plan for building additions and remodels if no alterations, or minor alterations, are proposed to existing landscape areas or site topography.

B. Landscape and Irrigation Construction Documentation Plans.

1. Landscape and Irrigation Construction Documentation Plans Required.

a. Prior to the installation of landscaping and irrigation systems required by this Division, Landscape and Irrigation Construction Documentation Plans shall be submitted to the City for review and approval by the Approving Authority.

b. The required plans shall be prepared by, and bear the seal of, a landscape architect registered with the State of California.

c. Landscape and Irrigation Construction Documentation Plans shall be provided for each of the following project types:

(1) New and rehabilitated public or private development projects with landscaping;

(2) Developer-installed landscaping for all single-family and multiple-family development projects; and

(3) New and rehabilitated homeowner-installed or homeowner-hired projects with landscaping totaling 5,000 SF or more in area, on any lot containing a single-family or multiple-family dwelling.

2. Water Conservation Concept Statement. A Water Conservation Concept Statement shall be provided on the cover sheet of the Landscape and Irrigation Construction Documentation Plan set required by Paragraph B.1 (Landscape and Irrigation Documentation Plans Required) of this Section, which serves as a checklist to verify that all required elements of the Landscape and Irrigation Construction Documentation Plans have been provided. A Water Conservation Concept Statement shall have the form and content shown in the Landscape Design and Construction Guidelines (Development Code Reference G).

3. Water Budget Worksheet. A Water Budget Worksheet for new landscape areas shall be provided with each Landscape and Irrigation Construction Documentation Plan set submitted for areas to be newly landscaped, as required by Paragraph B.1 (Landscape and Irrigation Documentation Plans Required) of this Section. Said worksheet shall have the form and content shown in the Landscape Design and Construction Guidelines (Development Code Reference G), and shall include: **[i]** calculation of the Maximum Applied Water Allowance (MAWA), **[ii]** calculation of the Estimated Total Water Use (ETWU), and **[iii]** calculation of the Water Budget Comparison.

4. Requirements for Existing Landscape Areas.

a. All existing landscape areas that are one or more acres in size, and were installed prior to January 1, 2010, shall provide a project's MAWA for existing landscaping. A Water Budget Worksheet for Existing Landscape Areas shall be provided with the Landscape and Irrigation Construction Documentation Plans, which shall be consistent with the form and content shown in the Landscape Design and Construction Guidelines (Development Code Reference G).

b. Existing landscape areas and landscape areas that do not have a dedicated water meter shall employ techniques, equipment and procedures to reduce water use and meet the MAWA for existing landscapes.

c. Landscape areas that do not meet the MAWA shall utilize: [i] an irrigation survey; [ii] an audit performed by a Certified Landscape Irrigation Auditor or a Landscape Industry Technician certified in irrigation, to provide recommendations, such as replacement or repairing of irrigation equipment as recommended in order to prevent water waste and meet the water budget; or [iii] other methods acceptable to the City.

5. Planting Plan. The Planting Plan shall be included in the Landscape and Irrigation Construction Documentation Plans, and shall contain all required information prescribed by this Division and the Landscape Design and Construction Guidelines (Development Code Reference G).

6. Irrigation Plan. The Irrigation Plan shall be included in the Landscape and Irrigation Construction Documentation Plans, and shall contain all required information prescribed by this Division and the Landscape Design and Construction Guidelines (Development Code Reference G).

7. Precise Grading Plan. A Precise Grading Plan shall be included in the Landscape and Irrigation Documentation Plans, and shall contain all required information prescribed by this Division and the Landscape Design and Construction Guidelines (Development Code Reference G). To promote the efficient use of water, the grading of a project site shall be designed to minimize soil erosion, runoff, and water waste, and shall avoid soil compaction in landscape areas. Furthermore, said plans shall show grading techniques and stormwater devices that increase rainwater capture for infiltration and/or on-site storage coordinated with the landscape design.

8. Soil Management Report. Agronomical soil testing shall be performed, and test results and recommendations shall be included on the Landscape Documentation Plans. Testing shall be performed, and recommendations shall be implemented, prior to landscape installation.

9. Irrigation Schedules. Irrigation Schedules shall be included in the Landscape and Irrigation Construction Documentation Plans.

10. Maintenance Schedules. Landscaping and irrigation systems shall be maintained to ensure water use efficiency, plant health, and a well maintained, attractive appearance. A regular maintenance schedule shall be included in the Landscape and Irrigation Construction Documentation Plans.

11. Certificate of Completion. Upon completion of landscaping and irrigation system installation, the licensed landscape architect of record, or their designee, shall conduct a final field inspection and shall prepare a Certificate of Completion, which shall be filed with the City. The Certificate of Completion shall specifically indicate that the landscaping and the irrigation

system were installed as shown on the approved Planting and Irrigation Plans, and that the soil testing and amendments have been installed as specified by the soil management plan. If the irrigation system was not installed pursuant to plans, or if water use exceeds the water budget, a certified landscape irrigation auditor shall conduct an irrigation audit, and the recommendations to ensure water efficiency shall be provided, prior to permit approval.

12. Required Plans, Maps, Reports, Schedules, and Other Necessary Information. All plans, maps, reports, schedules, and other information required to be contained in the Landscape and Irrigation Construction Documentation Plan set by this Section, shall include all information stipulated by the Landscape Design and Construction Guidelines (Development Code Reference G), which prescribes the minimum information to be submitted, together with any required plans, maps, reports, special studies, exhibits, and any other information deemed necessary by the City to review and act upon the required plans and information.

13. Public Education. All model homes that are landscaped shall incorporate signs and written information to demonstrate the principals of water efficient landscapes described in this Division. Signs shall feature elements such as hydrozones, irrigation equipment, and plants that contribute to the overall water efficient theme. Written information shall be provided about plants types, irrigation systems and managing and maintaining water efficient landscapes.

6.05.020: Tree Preservation Policy and Protection Measures

A. Purpose. The purpose of this Section is to establish policies and measures that will further the preservation, protection, and maintenance of established and healthy heritage trees within the City, to improve the community forest that provides environmental, aesthetic and economic benefits, and enhances the quality of life. It is pertinent to the public welfare that such trees be protected from indiscriminate cutting or removal.

B. Applicability. The City Council hereby establishes that it is the policy of the City to preserve, protect, and maintain established and healthy trees within the City, to the extent practicable. Consideration shall be afforded Heritage Trees, as set forth in this Section.

C. Definitions. As used in this Section, **the following** words, terms, and phrases are defined as follows:

1. Heritage Tree. The term "Heritage Tree" means a tree designated for preservation pursuant to Section 4.02.060 (Historic Preservation—Historic Landmark and District Designations, and Architectural Conservation Areas) of this Development Code, as a tree of historic or cultural significance, or a tree of importance to the community due to any one of the following factors:

a. It is one of the largest or oldest trees of the species located in the City, with a trunk diameter of 18 inches or greater, measured at 54 inches above natural grade; or

b. It has historical significance due to an association with an historic building, site, street, person, or event; or

c. It is a defining landmark or significant outstanding feature of a neighborhood or district, or typical of early Ontario landscapes, including **[i]** Cinnamomum camphora (Camphor Tree), **[ii]** Cedrus deodara (Deodar Cedar), **[iii]** Platanus acerifolia, **[iv]** Quercus suber (Cork Oak), **[v]** Quercus ilex (Holly Oak), or **[vi]** Schinus molle (California Pepper); or

d. It is a Native Tree. The term "Native Tree" means any one of the following California native tree species, which has a trunk diameter of more than 8 inches, measured at 54 inches above natural grade, including [i] *Platanus racemosa* (California Sycamore), [ii] *Pinus torreyana* (Torrey Pine), [iii] *Quercus agrifolia* (Coast Live Oak), [iv] *Quercus engelmannii* (Engelmann Oak), [v] *Quercus lobata* (Valley Oak), or [vi] *Umbellularia californica* (California Bay).

2. Tree Protection Area. The term "Tree Protection Area" (TPA) means the area of tree roots and canopy to be designated by fencing to prohibit access during construction activities. The tree protection area is typically equal to one foot of radius for each inch of trunk diameter measured at 54 inches above natural grade, but not less than an 8-FT radius. This term may also be referred to as "Protected Root Area" (PRA).

D. Tree Inventory and Preservation Plan.

1. Property proposed for development on which a Heritage Tree exists, shall require the submittal of a Tree Inventory and Preservation Plan prepared by a licensed landscape architect, horticulturalist, certified arborist, or other related professional. Said plan shall be submitted concurrent with a Development Plan or building permit request for alterations of a site, and shall be reviewed and approved by the Approving Authority for the corresponding application request.

2. The Tree Inventory and Preservation Plan shall show all existing on-site trees, and those existing trees on abutting lots and public rights-of-way with a canopy or root zone that extends onto the site or within 8 FT of a construction, staging or storage area, or graded site. Furthermore, the Tree Inventory and Preservation Plan shall identify TPAs and trees requested to be removed, and shall show replacement trees as required by this Division.

3. The Tree Inventory and Preservation Plan shall include a tree evaluation or arborist report of affected trees, prepared by a City-approved certified arborist or qualified horticulturalist, to determine health, structure, condition, and expected life span of all affected trees.

E. Tree Protection During Construction.

1. All trades performing work on property in which trees have been specifically identified for protection pursuant to this Section, shall be informed of the protected trees.

2. During site construction, no person in control of work shall leave any Heritage Tree(s) without sufficient protections in place to prevent injury to the tree(s). Furthermore, it shall be unlawful and a violation of this Section to leave any Heritage Tree protected pursuant to this Section without sufficient protections in place.

3. Any special Tree Protection During Construction requirements shall be included in the Tree Inventory and Preservation Plan, and on any Demolition, Grading, or Construction Plan(s) where existing trees may be impacted, along with the following Tree Protection During Construction standard notes:

a. Existing trees to be protected shall be identified with protective fencing to form a TPA. The TPA shall encircle the tree at the outer most edge of the root zone and canopy. The TPA is defined by its "Critical Root Radius," which is calculated by measuring the tree's diameter at 54 inches above natural grade (dbh), and allowing 1.5 FT of radius for each inch of tree diameter. In example, if a tree's dbh is 10 inches, its Critical Root Radius is 15 FT.

b. Protective fencing shall be installed prior to any earthwork, and shall remain in place until all work is complete. Fencing shall be 3 FT to 4 FT in height, and shall be installed at the outer most edge of the Critical Root Radius or TPA. The temporary fencing shall be of chain link or other approved durable material. Post "Tree Protection Zone – Keep Out" signs on TPA fencing.

c. No construction or staging equipment is allowed within a TPA, including heavy equipment that will compact and damage the roots.

d. No disposal of construction materials or by products including paint, plaster, or chemical solutions, is allowed within a TPA.

e. Natural or preconstruction grade shall be maintained within a TPA. At no time shall soil be in contact with a tree trunk above the root flare.

f. TPAs shall be irrigated sufficiently with clean potable water to keep the tree in good health and vigor before, during, and after construction. Deep watering may be necessary on a weekly basis. Verify that the depth of irrigation provided to roots is adequate.

g. Apply a 4-inch to 6-inch thick layer of mulch within the TPA, one foot away from the trunk, before construction begins.

h. Any work required to be conducted in the ground, within the TPA, shall be accomplished with hand tools or an air spade.

i. Pruning for clearance, if needed, shall be done to prevent damaging branches with large equipment. All pruning shall be in accordance with industry standards (International Society of Arboriculture ANSI A300) under the direction of a Certified Arborist.

j. Avoid cutting roots with a diameter larger than 2 inches. Cuts should be clean and made at right angles to the roots. When practical, cut roots back to a branching lateral root. Trenches for piping shall be bored under, at a minimum depth of 36 inches. Consult a Certified Arborist to be present if more than 33 percent of the root zone is impacted, or roots greater than 2 inches diameter within 5 FT of the trunk will be cut, to ensure tree stability and that health will not be affected.

k. Protect soil and roots from compaction in landscape areas used for driveways, storage, or parking, with a layer of geotextile fabric and 6 inches of crushed gravel.

4. All trades performing work on property in which trees have been specifically identified for protection pursuant to this Section, shall be informed of the Tree Protection and Inventory Plan and the Tree Protection During Construction requirements.

F. Waiver of Development Standards to Further Heritage Tree Preservation and Protection.

When considering an application for any permit or approval that may adversely affect Heritage Trees, the City may allow certain departures from established development standards to assist in their preservation, through the granting of an Administrative Exception pursuant to Section 4.02.020 (Departures from Development Standards) of this Development Code. Allowable exceptions specifically for the furtherance of tree preservation shall be limited to a maximum 15 percent reduction from minimum setback and separation requirements, and maximum 10 percent from off-street parking requirements. The Approving Authority may grant Administrative Exceptions from said setback, separation, and/or parking standards after first finding that:

1. The applicant has investigated alternative site designs and building configurations in strict compliance with the applicable development standards;
2. The tree(s) to be preserved is/are in good health and condition (taking into account species and longevity) as determined by a certified arborist;
3. The project includes a well-integrated and thoughtful design solution that enhances the property and its surroundings;
4. The project would not be injurious to adjacent properties or uses, or detrimental to the environment, quality of life, or the health, safety, and welfare of the public; and
5. The project is consistent with the purposes of the applicable zoning district, planned unit development, or specific plan, the applicable development standards and guidelines, and the Vision, Policy Plan, and City Council Priorities components of The Ontario Plan.

G. Heritage Tree Removal. It is the City's policy to protect and preserve healthy trees that provide benefits to the community, whenever possible. However, if it is determined through an arborist report, tree evaluation, or other city approved means, that a Heritage tree is dead, hazardous, diseased, or damaged beyond repair, or may pose an emergency or safety concern, the Approving Authority may order removal of the tree.

H. Heritage Tree Pruning. Pruning of any Heritage Tree protected pursuant to this Section shall be performed under the direction of a certified arborist, horticulturalist, or similar qualified licensed professional, following the most recent standards of the International Society of Arboriculture and ANSI A300 standards for tree care operations.

I. Heritage Tree Damage or Tree Removal without City Approval.

1. The damage or removal of a Heritage Tree protected pursuant to this Section, or encroachment into a protected root area or TPA, shall require an evaluation by a City-approved certified arborist as to the resulting condition, prescribed treatment to repair the damage, replacement trees if removed (as prescribed by this Division), and monetary value of the tree if removed or damaged beyond repair. Penalties pursuant to Section 6.05.025 (Violation—Penalty) of this Division shall apply.

2. For the purposes of this Subsection, the term "tree removal" shall include any act that causes the actual removal of a Heritage Tree, or the effective removal of a Heritage Tree by means of willful damage; damage resulting from excessive or improper pruning, excavation, or construction; poisoning; or any other direct or indirect action resulting in tree death within the 3-year period following said actions.

J. Heritage Tree Replacement. Healthy Heritage Trees that are approved for removal shall be replaced with new trees and shall be shown on required Landscape and Irrigation Construction Documentation Plans. Replacement trees shall have a total trunk diameter (caliper) equal to the tree(s) removed, or as deemed appropriate by the Approving Authority based on the lot size and available planting space. Replacement trees shall be in addition to the quantity of trees required by this Division for landscaping. The Approving Authority shall review the landscape plan and approve appropriate species for tree replacement (see Section 6.05.035 (Landscape Development Standards) for required trees).

K. Monetary Value. The monetary value of Heritage Trees protected pursuant to this Division, which are removed, shall be based upon the “Guide for Plant Appraisal,” which is available from the International Society of Arboriculture. Appraisals shall be performed by a City-approved professional plant appraiser or certified arborist skilled in tree appraisals.

L. Prohibited Acts. It shall be expressly prohibited to damage or to remove any Heritage Tree without prior specific authorization by the Zoning Administrator, except that tree removal specifically approved as a part of a Development Plan or Building Permit approval; Certificate of Appropriateness; pruning or removal to obtain adequate line-of-sight distances as specifically authorized by the City Engineer; pruning or removal as required for public safety as specifically authorized by City representatives; and/or actions taken by a public or private utility company for the protection of their existing electrical power or communication lines, or other property of a public utility.

6.05.025: Violation-Penalty

A. Violation. Any violation of this chapter shall be a misdemeanor or infraction at the discretion of the City Attorney or District Attorney.

B. Civil Penalties. Irrespective of, and cumulative to, any criminal conviction for a violation of this Division, the City may, pursuant to GC Section 36901, impose a civil penalty in an amount not exceeding \$1,000, or by imprisonment not to exceed 6 months, or both such fine and imprisonment on any person either through an administrative hearing or a civil action brought either by the City Attorney or a designated employee of the City. Each tree removed in violation of this Division shall constitute a separate offense.

C. Restitution for Damage or Removal of Protected Trees within the City. Irrespective of whether the City pursues criminal and/or civil action under this Division, nothing in this Division shall prevent the City from seeking restitution for damage or removal of trees within the City, which are protected by this Division, as an alternative to criminal action and/or civil action to recover a civil penalty in accordance with Subsection B of this Section.

D. Assessment of Civil Penalties. Civil penalties may be assessed against a responsible party as confirmed by resolution of the City Council, and shall constitute a special assessment against the property to which it relates and after its recording, as thus made and confirmed, the same shall constitute a lien on the property in the amount of such assessment. The notices of such special assessment shall be provided to the responsible party by certified mail, as determined from the County Assessor's or County Recorder's records. The assessment shall be collected at the same time and in the same manner as ordinary City taxes are collected and shall be subject to the same penalties and the same procedure as provided for ordinary City taxes. All laws applicable to the levy, collection and enforcement of City taxes shall be applicable to the special assessment.

E. Appeals.

1. Within 10 days after mailing of a Notice of Violation, which states the civil penalties to be assessed, the owner or person having charge of affected premises may file an appeal of the assessed civil penalties and the violations upon which the civil penalties are based, with the Planning Department, on a City application form.

2. Within 45 days following receipt of an appeal request, the City Manager shall hold a hearing, which shall be open to the public. The City Manager shall hear and consider objections and/or protests from any owner or person having charge of affected premises, or other interested persons relative to the accrual of civil penalties, and shall hear and receive all relevant evidence and testimony relative to the violations upon which the civil penalties are based, and shall consider all of the related facts.

3. Upon conclusion of the appeal hearing, the City Manager shall determine the amount of civil penalties to be assessed. The decision of the City Manager shall be final and conclusive.

F. Penalties collected resulting from enforcement of this section shall be placed in the general fund and used solely for the purposes of the City to ensure and maintain the character and well-being of the City.

6.05.030: Required Landscape Areas.

A. Residential Projects. Residential development projects shall be landscaped and irrigated as follows:

1. Conventional and Small Lot Single-Family Projects.

a. The front yard and any street side yard of a conventional or small lot single-family project site, and all parkway areas that abut the site, shall be fully landscaped and provided with an underground automatic irrigation system, and shall be maintained in compliance with the requirements of this Division.

b. A landscape and irrigation documentation plan shall be submitted for review and approval by the Approving Authority prior to building permit issuance, pursuant to Subsection 6.05.015.B (Landscape and Irrigation Construction Documentation Plans) of this Division.

2. Cluster Single-Family and Multiple-Family Projects.

a. The entirety of a cluster single-family or multiple-family project site, including street parkway and median areas that abut the project site, which is not otherwise devoted to building area and paving, shall be fully landscaped and provided with an underground automatic irrigation system, and shall be maintained in compliance with the requirements of this Division.

b. A landscape and irrigation documentation plan shall be submitted for review and approval by the Approving Authority prior to building permit issuance, pursuant to Subsection 6.05.015.B (Landscape and Irrigation Construction Documentation Plans) of this Division.

B. Nonresidential Projects. Nonresidential development projects shall be landscaped and irrigated as follows:

1. The entirety of a nonresidential project site (excluding areas devoted to building area, paving, and/or outdoor loading and storage areas that are screened from public view), including street parkway and median areas that abut the project site, shall be fully landscaped,

provided with an underground automatic irrigation system, and maintained in compliance with the requirements of this Division.

2. A landscape and irrigation construction documentation plan shall be submitted for review and approval by the Approving Authority prior to building permit issuance, pursuant to Subsection 6.05.015.B (Landscape and Irrigation Construction Documentation Plans) of this Division.

C. All Unused Areas of a Site shall be Landscaped and Irrigated.

1. All areas of a project site not intended for a specific use, including pad sites held for future development, shall be landscaped and provided with an automatic irrigation system, unless it is determined by the Approving Authority that landscaping is not necessary to fulfill the purposes of this Division. This requirement shall not apply to the side or rear yard area of a single-family residence, or that portion of a lot devoted to a legally established agricultural use.

2. The Approving Authority shall determine the level or intensity of landscaping to be provided for vacant pad sites, based upon an approved phasing plan.

D. Landscaping of Off-Street Parking Facilities. Outdoor off-street parking lots within residential developments, or within nonresidential developments that are visible from a public or private street, or are accessible by the public, shall be landscaped in the following manner:

1. At least 7 percent of the total area of a parking lot shall be landscaped, excluding perimeter landscaping or setback areas that may be required by the base zoning district.

2. Landscaping consistent with the landscape setback provisions of the base zoning district in which a parking lot is located, shall be provided adjacent to adjoining streets.

3. Landscaping shall be evenly distributed throughout the parking lot, and shall not be concentrated in any one area.

4. No landscaped area is to have a dimension smaller than 5 FT clear in any direction, except as provided elsewhere by this Development Code.

5. Where parking lots occur along streets, a landscaped buffer element, minimum 10 FT in width, shall be constructed, which consists of a minimum 3-FT high hedge-like material to screen views of parked cars from the street. To shade pedestrians and create an attractive streetscape, shade trees shall be planted within this landscaped buffer at an average spacing of 25 to 30 FT on center. Landscaping may be combined with low walls or dense plant material to mitigate the visual effects of parking lots and loading areas.

6. There shall be provided within each row of parking spaces, planter islands at least 5 FT in width (exclusive of curbs), which extend the full length of the abutting parking space(s), located so as to prevent no more than 10 vehicles from being parked side-by-side in an abutting configuration.

7. Planter islands for a single row of parking spaces shall be landscaped with at least one tree, appropriate shrubs, and groundcover. Planter islands for a double row of parking spaces shall contain not less than 2 trees, and appropriate shrubs and groundcover.

8. Throughout parking lots tree wells, tree diamonds or center planter strips shall be provided to facilitate the planting of shade trees at the minimum rate of one tree for each 4 parking spaces. Tree wells shall be a minimum of 5 FT in width and 5 FT in length (exclusive of curbs).

9. Shade trees shall have a minimum canopy of 30 FT in diameter at maturity, to provide an aesthetically pleasing area and relief from summer heat.

10. All rows of parking spaces shall be provided with landscape islands at each row terminus, at least 5 FT in width (exclusive of curbs) and extending the full length of the adjacent parking spaces, to protect parked vehicles, ensure visibility, confine moving traffic to drive aisles and driveways, and provide adequate space for landscaping.

11. Landscaped areas shall be delineated with a 6-inch wide concrete curb, except where a landscape area is parallel and adjacent to a parking stall, the curb shall be a minimum of 12-inches wide, to provide a step area for persons entering or exiting motor vehicles.

6.05.035: Landscape Development Standards

Landscaping required by this Division shall be designed, installed, and maintained in compliance with the following:

A. Landscape Design Standards. Landscaped areas shall comply with each of the following:

1. Landscaped areas shall have a minimum dimension of 5 FT (exclusive of curbs), excepting vine pockets, which shall have a minimum dimension of 1.5 FT, or as otherwise prescribed by this Development Code.

2. All landscaped areas shall be bordered by a concrete or masonry curb, or other means acceptable to the City, to prevent vehicles from entering landscape areas, and to define maintenance responsibilities or property ownership. Curbs along pavement may have openings to allow water infiltration into landscape areas.

3. Landscaped areas shall be comprised of living plant materials, planted at a spacing no greater than the mature plant diameter. Non-living ornamental features (e.g., boulders, dry stream beds, gravel, etc.) may comprise a maximum of 5 percent of a landscaped area, and shall be of a permeable material.

4. All areas of a parkway that are not devoted to sidewalks shall be landscaped, irrigated, and permanently maintained pursuant to City standards.

5. All utilities shall be shown on plans to facilitate the landscape design and tree placement. Utilities such as backflow devices and transformers shall be located a minimum distance of 4 feet away from paving or other utilities to allow for landscape screening to cover at least 75 percent of the height of the equipment.

6. Accent landscape is required on all commercial or industrial corners including vehicular entries and major corner intersections. Accent trees shall be minimum 36-inch box size and palms shall be minimum 17-FT brown trunk height.

7. Foundation planting adjacent to buildings (hedgerows or shrub masses in a hierarchy pattern) is required at major building perimeters and residential front yards to break horizontal ground plane from the vertical plane of building.

8. Shade trees with irrigation shall be located in all appropriate areas where space permits to reduce the impacts of heat gain by shading large areas of paving, building walls, roof and windows also enhancing stormwater management and improving water quality.

9. Shade trees shall have a minimum canopy of 30 FT in diameter at maturity to provide an aesthetically pleasing area and relief from summer heat.

10. Trash enclosures shall be designed with adjacent planters for trees shrubs and vines for screening.

11. Accent landscape at monument signs shall be a hierarchy of ornamental shrubs or perennials.

B. Planting Requirements.

1. A variety of plant material appropriate for the project may be selected for planting, provided the ETWU for the landscape area does not exceed the MAWA (see Paragraph B.3.c (Calculation of the Budget Comparison) of this Division). The landscape plan shall be designed for the intended function of the project and for the efficient use of water, and shall include the following:

- a. Protection and promotion of appropriate native species;
- b. Selection of water conserving plant species; and
- c. Selection of trees for shading buildings and paved surfaces and for stormwater management.

2. Plants shall be selected and appropriately planted based upon their adaptability to the climatic, geologic, and topographical conditions of the project site.

a. The Sunset Western Climate Zone System should be utilized, which takes into account temperature, humidity, elevation, terrain, latitude, and varying degrees of continental and marine influence on local climate;

b. Recognize the growth habit of plant types, such as mature plant size and invasiveness of surface roots, to minimize damage to property and infrastructure (e.g., buildings, sidewalks, power lines);

c. Disease and pest resistant plants should be used, to promote health and longevity; and

d. Consider the solar orientation for tree placement to maximize summer shade and winter solar gain.

e. Plants with similar water needs and climatic requirements shall be grouped together and irrigated separately.

f. Graded but undeveloped areas within the project site shall be seeded with wildflower or ornamental grass mix and automatically irrigated to prevent soil erosion from rain and strong winds.

g. Avoid use of invasive species that have a negative effect upon public health, or disrupt or destroy native ecosystems as identified by the California Invasive Species List.

h. Additional planting requirements of a Specific Plan may be required based upon the project location.

3. Limit the use or quantity used of turf except where used for play or recreation.

C. Irrigation Requirements

1. The irrigation system and its related components shall be designed to be efficient and effective for the landscape proposed with no run-off or overspray.

2. Irrigation plans shall include a water budget with Maximum Applied Water Allowance (MAWA) and Estimated Total Water Use (ETWU) calculations shown pursuant to Paragraph 6.05.015.B.3 (Water Budget Worksheet) of this Division. The ETWU shall not exceed the MAWA.

3. Automatic irrigation controllers utilizing either evapo-transpiration or moisture sensor data are required. A verification letter from the manufacturer certifying proper installation and sensor connection shall be provided prior to acceptance of the project.

4. Irrigation systems shall be designed with like plant material grouped together and proper solar orientation. Turf shall be on separate valves from shrub areas. Landscape areas in the shade (north or east sides of buildings) shall be controlled separately from areas in the sun (south or west).

5. Provide on plans all equipment required, sizes, notes and details, include water meter (note potable or recycled), static pressure, and maximum GPM. Contact the City's Utilities Department for City main pressure. Pressure regulating or boosting devices shall be installed to meet the pressure requirements of the system.

6. Backflow devices are required. Non-residential backflow devices shall be painted green and protected in a locking enclosure.

7. Spacing design for irrigation heads shall achieve 100 percent coverage, (head to head). Allow for wind velocities. Spacing shall achieve the highest possible distribution uniformity using the manufacturer's recommendations.

8. Narrow or irregularly shaped areas including turf, less than 8 FT in any direction shall be irrigated with subsurface irrigation or a low volume irrigation system. Low precipitation heads, rotators or drip systems shall be used in general to reduce water use and overspray.

9. Add check valves or anti-drain valves to prevent low head drainage.

10. Locate spray heads 2 FT from non-pervious paving to prevent overspray. Exception allowed if adjacent surface is permeable or if using alternative technology irrigation. Low precipitation rate heads less than 0.75 inches per hour may be located one FT from paving.

11. Trees in turf, 36-inch box and larger size trees in any area, and all palm trees, shall have pop-up stream bubbler heads. Trees in tree wells or permeable paving may use bubblers in a maximum 1.5 FT deep perforated root watering tube. Tree irrigation shall be on a separate valve, minimum 2 heads per tree.

12. Size all irrigation main lines and laterals on the plan, minimum 3/4 inch.

13. Under landscape, mainlines shall be buried with 1.5 FT minimum cover, laterals one FT minimum cover.

14. Under paving mainlines shall be buried with 2 FT minimum cover; lateral lines 1.5 FT minimum cover.

15. Pipe under roadways shall be installed 3 FT deep, sleeved and identified with marking tape installed one FT from the surface, identifying the type of line with APWA standard “Caution Waterline Buried Below” in blue, or “Caution Recycled Waterline Buried Below” in purple. Sleeves shall be Schedule 40 PVC, minimum 2 times the diameter of the pipe being sleeved.

16. Automatic Controllers shall contain a neatly drawn laminated irrigation layout chart, color coded to identify stations and valves as-built. Central controller shall include a manufacturer support page. Locate pedestals within planter areas with a 1.5 FT pad of DG or mulch at front for access.

17. An irrigation schedule shall be on the plan and layout chart noting irrigation cycles and run times per station or plant type (turf, shrub, trees, sun areas, shade areas, etc.) monthly or seasonally. Add multiple start times to prevent run off. Watering shall occur between 6:00PM and 6:00AM, excepting drip irrigation.

D. Soil Testing. Agronomical soil testing shall be performed to encourage healthy plant growth and reduce run off. One test shall be performed for each street frontage, or as otherwise required by the Approving Authority. Soil analysis shall include soil texture, infiltration rate, pH, total soluble salts, sodium, percent organic matter, and recommendations for amendments based upon the proposed plant material and tree types. Soil test results and recommendations for amendments shall be listed on the Landscape Planting Plan required pursuant to Paragraph 6.05.015.B.5 (Landscape Planting Plan) of this Division, noting the name, address, telephone number of the City-approved soils testing laboratory, and the test date.

E. Trees. Within required landscape areas, as prescribed by Section 6.05.030 Required Landscape Areas) of this Division, trees shall be provided as follows:

1. For cluster single-family or multiple-family residential development projects, and nonresidential development projects, a mix of tree sizes shall be provided on-site, for each development project, as prescribed in Table 6.05-1 (Minimum Tree Size Mix), below. Palm trees shall not be counted toward the minimum mix of required trees.

Table 6.05-1: Minimum Tree Size Mix

| <i>Requires Tree Sizes</i> | <i>Minimum Mix of Required Trees</i> |
|----------------------------|--------------------------------------|
| 48-inch box | 5% |
| 36-inch box | 10% |
| 24-inch box | 30% |

Table 6.05-1: Minimum Tree Size Mix

| <i>Requires Tree Sizes</i> | <i>Minimum Mix of Required Trees</i> |
|----------------------------|--------------------------------------|
| 15-gallon | 55% |

2. For cluster single-family or multiple-family residential development projects, and nonresidential development projects, a mix of tree species shall be provided for each development project, as prescribed by Table 6.05-2 (Minimum Tree Species Mix), below. A minimum of 20 percent of the total number of trees provided shall be a California native species appropriate for the project site. Palm trees shall not be counted toward the minimum number of tree species required.

Table 6.05-2: Minimum Tree Species Mix

| <i>Number of Trees Provided</i> | <i>Minimum Number of Tree Species Required</i> |
|---------------------------------|--|
| 20 or fewer | 3 |
| 21 to 30 | 4 |
| 31 to 40 | 5 |
| More than 40 | 6 |

3. All trees required by this Division shall conform to the minimum measurements prescribed by Table 6.05-3 (Minimum Tree Size Specifications), below.

Table 6.05-3: Minimum Tree Size Specifications

| <i>Tree Size</i> | <i>Minimum Trunk Caliper</i> | <i>Minimum Height Range</i> | <i>Minimum Spread Range</i> |
|------------------|------------------------------|-----------------------------|-----------------------------|
| 48-inch box | 3.5 inches | 14 to 16 FT | 7 to 8 FT |
| 36-inch box | 2.5 inches | 12 to 14 FT | 6 to 7 FT |
| 24-inch box | 1.5 inches | 9 to 11 FT | 4 to 5 FT |
| 15-gallon | 1.0 inch | 7 to 8 FT | 2 to 3 FT |
| Palm trees | | 17-FT brown trunk height | |

4. Existing trees shall be protected in place, whenever possible, pursuant to Section 6.05.020 (Tree Preservation Policy and Protection Measures) of this Division. Existing large canopy trees may be counted toward the 48-inch box tree requirement prescribed by Paragraph E.1. of this Section, provided the tree(s) to be preserved is/are in good health and condition (taking into account species and longevity), as determined by a certified arborist's report.

5. Tree planting shall maintain the following minimum setbacks and/or separations from permanent improvements as prescribed by Table 6.05-4 (Minimum Tree Setbacks/Separations), below.

Table 6.05-4: Minimum Tree Setbacks/Separations

| <i>Improvement</i> | <i>Minimum Setback/Separation</i> |
|---|-----------------------------------|
| Beginning of Curb Returns at Street Intersections | 25 FT |
| Light Standards, Power Poles, and Fire Hydrants | 10 FT |
| Water and Sewer Lines | 7 FT |

Table 6.05-4: Minimum Tree Setbacks/Separations

| <i>Improvement</i> | <i>Minimum Setback/Separation</i> |
|--|-----------------------------------|
| Sidewalks (except within parkways), Driveways, and Buildings | 5 FT |

6. Trees shall not be placed where they interfere with site drainage or require frequent pruning in order to avoid interference with overhead utilities.

7. Shade trees shall have a mature canopy diameter of 30 FT, single dominant leader or a balanced arrangement of branches, and a healthy root system not girdled by the growing container.

8. Street trees shall be minimum 24-inch box or larger, and shall be planted at an average spacing of 25 FT to 30 FT on center, except where necessary to meet the minimum tree setback/separations required by Table 6.05-4 (Minimum Tree Setbacks/Separations) of this Section.

9. Trees shall be planted with a visible trunk flare and rootball that is 2 inches higher than the adjacent grade. No soil shall be placed on top of the rootball, and mulch shall be maintained 6 inches clear of the trunk. Trees with kinked or girdling roots shall be rejected before installation or replaced if planted.

10. Root barriers shall not be required for use in parkways or City maintained areas; however, if used, they shall be a maximum of one FT in depth and shall not encircle the tree rootball. Furthermore, if the tree trunk is within 5 FT of paved areas, root barriers, if used, shall run adjacent and parallel to the pavement.

11. Palm trees may be used as accents, with a minimum brown trunk height of 17 FT, and shall not count toward the minimum tree species mix required pursuant to Table 6.05-2 (Minimum Tree Species Mix) of this Division.

12. Trees shall be staked or guyed to prevent wind damage and allow healthy growth. Ties shall be flexible, allowing some trunk movement while providing protection from damage.

13. Parking lot lighting and site utilities shall be designed to avoid conflict with required shade tree locations.

14. Solar collectors shall be designed and located to avoid conflict with tree canopy and future shading from the mature size of trees, as defined by the PRC Section 25980 through Section 25986 (The Solar Shade Act).

F. Tree Staking and Tying. Trees shall be staked and tied as follows:

1. Fifteen gallon and 24-inch box trees shall be double-staked perpendicular to the prevailing wind, or parallel to the street, as appropriate. Stakes shall be located to prevent branch damage, and shall extend a minimum of 7 to 8 FT above grade and 3 to 4 FT below grade. Stakes shall be tied into the tree canopy for wind protection. Galvanized stakes are recommended for wind prone areas.

2. Box trees, 36-inches or larger, shall be triple-staked or triple-guyed. A rootball staking or guying system may also be used.

3. Flexible tree ties shall be used. Wire and hose, or metal rod-type braces shall not be used. Nursery stakes shall be removed at time of installation or loosened if they are to remain during the maintenance period, and shall be removed by the end of maintenance period.

G. Shrubs. Within required landscape areas, as prescribed by Section 6.05.030 (Required Landscape Areas) of this Division, shrubs shall be a minimum 5-gallon container size, and shall be spaced at a rate equal to three-fourths of the shrub's mature size. One-gallon containers may be used for perennials and groundcovers.

H. Groundcovers. Within required landscape areas, as prescribed by Section 6.05.030 (Required Landscape Areas) of this Division, groundcovers from flats shall be spaced at 10 to 12 inches on center. One-gallon containers shall be used for larger groundcover areas. Perennials or annual color shall be spaced at a maximum of 8 inches on center.

1. Turf. Turf grass is typically a high water use plant and is best reserved for recreation and active play areas. Low water groundcovers or native or warm season turf grasses may be used in traditional turf areas, such as parkways or front yards. Concrete mow strips shall be used to separate turf from landscape areas, excepting single-family residential development projects, which may utilize wood or fabricated benderboard materials.

2. Mulch. Mulch shall be applied and maintained in all non-turf areas, and shall be at least 2 inches in depth in shrub areas and at least one-inch in depth in groundcover areas. Mulch shall be of an organic material, such as shredded or chipped bark, as it will supply nutrients to the soil and plants over time. Native plants shall have mulch applied that is appropriate for the type of landscape. Synthetic mulch materials shall not be used.

I. Screening and Buffering.

1. Landscaping may be used to aid in the screening and buffering of mechanical equipment, trash collection areas, and loading docks and outside storage areas from public view, and the screening and buffering of differing land uses. Walls and/or fences used for screening and buffering purposes should incorporate landscaping over at least 60 percent of its surface area, which will serve to both buffer uses and "soften" the appearance of masonry walls.

2. Utility boxes and vaults shall be located away from entry driveways, corner accent landscapes and other highly visible areas, and shall be screened with a variety of landscape materials.

J. Defining of On-Site Circulation. Landscaping shall be used to define circulation patterns for safety and ease of use.

1. Landscaping shall be used to direct on-site vehicular and pedestrian circulation routes by providing clear direction, barrier planting (such as hedges), and accent planting, to define site entrances and pedestrian pathways.

2. Landscaping shall be designed to facilitate pedestrian circulation and access to buildings, and shall be designed to buffer pedestrians from vehicular traffic, as well as to emphasize walkways.

3. Landscaping shall be designed to further pedestrian safety. Where provided, walkways shall have adequate width and be separated from parking lots, loading areas, and

buildings (excepting building entries), with a landscape buffer. Furthermore, trees shall be planted along walkways to create shade and comfortable environments.

K. Grading Design and Stormwater Management.

1. Grading shall be designed to minimize soil erosion, water run-off or water waste, and increase on-site retention and infiltration. Grading shall ensure all irrigation and normal rainfall remains on-site and does not drain onto impermeable surfaces. Landscape areas shall be graded to be 1.5 inches below the grade of the adjacent finished surface.

2. Landscape plans shall include stormwater collection methods or devices that direct water into depressed landscape areas, such as vegetated swales, detention basins or infiltration areas. These areas shall incorporate proper plant materials and irrigation for success in saturated soils, drought conditions and to withstand possible erosion from the hydraulic impacts of stormwater collection. Manufactured drywells, pervious pavement, or storage chambers may also be used for stormwater infiltration.

3. Stormwater collection in landscape areas shall be designed with a natural appearance, utilizing curvilinear forms, native plants, varying sizes of boulders or river rock, and maximum 3:1 slopes.

4. Landscaped slopes 3:1 or greater shall incorporate rolled erosion control products and landscape appropriate for slopes. Slopes shall be irrigated by a system with a low precipitation rate of 0.75 inches per hour or less. Turf is not allowed on slopes greater than 4:1, or where the toe of the slope is adjacent to an impermeable hardscape.

5. Compaction during site grading shall not occur within landscape areas. Compacted soils shall be repaired by deep tilling, or as directed by the soil analysis prescribed by Subsection D (Soil Testing) of this Section.

6. Vegetated swales, basins and sloped grades for stormwater management shall incorporate a level area adjacent to paved edges, at least 3 FT to 5 FT in width, to allow utilities, such as backflow devices, to be located on level ground, and to serve as a buffer from sloped edges for pedestrian safety purposes.

L. Decorative Water Features. Decorative water features shall be properly maintained to operate and function to meet the intent of the design. Furthermore, decorative water features shall incorporate recirculating water systems, and shall use recycled water, where available, excluding swimming pools and spas.

6.05.040: Landscape Maintenance

A. Landscape Maintenance Required. Where a Landscape and Irrigation Documentation Plan is required pursuant to Subsection 6.05.015.B (Landscape and Irrigation Documentation Plans) of this Division, all installed landscaping shall be permanently maintained as prescribed by this Section.

1. Once installed, no landscaping shall be removed unless replaced with landscaping of a similar design, character, and coverage, at maturity.

2. Trees shall be monitored, staking inspected, and branches pruned, if necessary, pursuant to Section 6.05.020 (Tree Preservation Policy and Protection Measures) of this Division, to direct new growth, and to avoid conflict with vehicles, pedestrians, lighting, or buildings. Stakes and ties shall be removed upon establishment, typically 2 years after planting.

3. Once installed, no landscaping shall be allowed to die-off. The replacement of dead or dying landscape materials shall occur in a timely manner, or immediately upon notification by the City, as prescribed by Division 6.10 (Property Appearance and Maintenance) of this Development Code.

4. Irrigation systems shall be maintained to prevent water waste. Broken or inefficient irrigation shall be repaired, replaced, or modified to prevent runoff from leaving the target landscape due to low head drainage, overspray, or other similar condition where water flows onto adjacent property, non-irrigated areas, walkways, roadways, parking lots or structures, unless the nonpermeable surfaces are designed and constructed to drain entirely to landscaping.

B. Landscape Maintenance Defined. On-going landscape maintenance shall consist of the following:

1. Regular watering;
2. Monitoring and treating for pests, disease, or injury;
3. Regular mowing, pruning, and the removal and replacement of dead or dying plants;
4. Regular fertilizing;
5. Clearing of debris and providing weed control;
6. Repair and/or timely replacement of irrigation systems, and components thereof;
7. Repair and/or timely replacement of integrated architectural features; and
8. Any other similar act(s) that promotes growth, health, beauty, and the life of plants, shrubs, trees, and/or groundcover/turf.

6.05.045: Landscape Design and Construction Guidelines

A. The City Council shall establish by resolution, Landscape Design and Construction Guidelines (Development Code Reference G), which are intended as a reference to assist design professionals, landscape contractors and homeowners in their understanding of the City's goals and objectives for the preparation of landscape construction documentation plans, and the installation of landscape materials and elements.

B. The Landscape Design and Construction Guidelines (Development Code Reference G) shall compliment the mandatory landscaping regulations contained in this Division, by providing examples of potential design solutions, and by providing interpretations of the various mandatory landscaping regulations contained in this Division.

C. The Landscape Design and Construction Guidelines (Development Code Reference G) authorized by this Section, shall be enforceable in the same manner, and to the same extent, as any other applicable requirement of this Development Code.



City of Ontario
Planning Department
303 East B Street
Ontario, California 91764
Phone: 909.395.2036
Fax: 909.395.2420

California Environmental Quality Act Addendum to The Ontario Plan Environmental Impact Report

Project Title/File Nos.: PMTT20-002 and PDEV20-003

Lead Agency: City of Ontario, 303 East "B" Street, Ontario, California 91764, (909) 395-2036

Contact Person: Diane Ayala, Senior Planner, (909) 395-2428

Project Sponsor: City of Ontario, 303 East B Street, Ontario, CA 91764

Project Location: The Project site is located in southwestern San Bernardino County, within the City of Ontario. The City of Ontario is located approximately 40 miles from downtown Los Angeles, 20 miles from downtown San Bernardino, and 30 miles from Orange County. As illustrated on Figures 1 through 3, below, the Project site is located at 2862 South Campus Avenue on Assessor Parcel Numbers (APN's): 1051-531-05 and 1051-531-06 which is comprised of 7.32 acres of land.

Figure 1: REGIONAL LOCATION MAP



Figure 2: VICINITY MAP

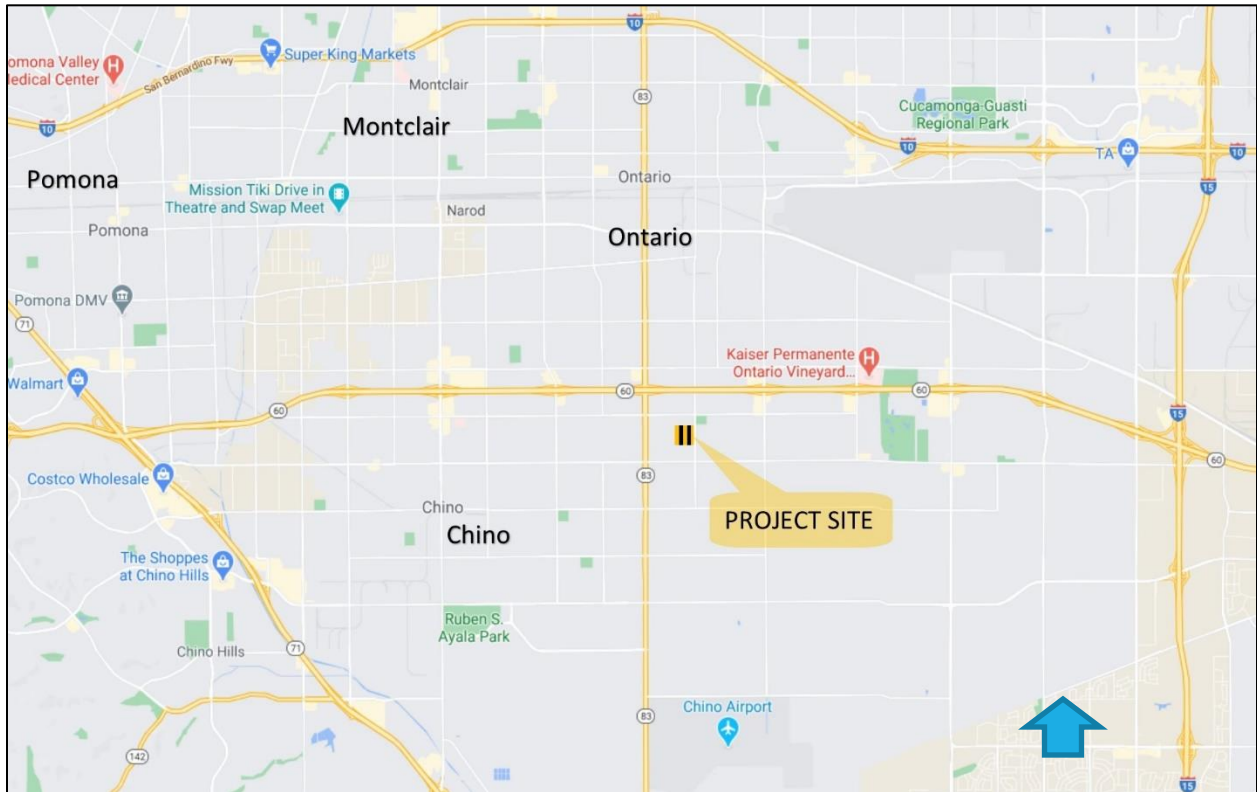


Figure 3: AERIAL PHOTOGRAPH



General Plan Designation: Medium Density Residential (11.1 – 25 du/ac)

Zoning: MDR-18 (Medium Density Residential)

Description of Project: A Tentative Tract Map (TT 20335) to subdivide 7.32 acres of land into one lettered lot for condominium purposes in conjunction with a Development Plan (File No. PDEV20-003) to construct 92 detached single-family dwellings on the above-described Project site.

Project Setting: The Project site is comprised of approximately 7.32 gross acres which lies within the MDR 18 (Medium Density Residential- 11.1 to 18 DUs/acre) zoning district. The property is relatively flat, a with a gentle 1 to 2 percent slope toward the southwest corner of the site. Surrounding land uses are characterized by residential land uses, including multiple and single family.

| | Existing Land Use | General Plan Designation | Zoning Designation |
|---------------|-----------------------------|---------------------------------|-------------------------------------|
| <i>Site:</i> | Single Family Residential | Medium Density Residential | MDR-18 (Medium Density Residential) |
| <i>North:</i> | Single Family Residential | Low Density Residential | LDR-5 (Low Density Residential) |
| <i>South:</i> | Multiple Family Residential | Medium Density Residential | MDR-18 (Medium Density Residential) |
| <i>East:</i> | Single Family Residential | Low Density Residential | LDR-5 (Low Density Residential) |
| <i>West:</i> | Single Family Residential | Low Density Residential | LDR-5 (Low Density Residential) |

Background: On January 27, 2010, the Ontario City Council adopted The Ontario Plan (“TOP”). TOP serves as the framework for the City’s business plan and provides a foundation for the City to operate as a municipal corporation that consists of six (6) distinct components: 1) Vision; 2) Governance Manual; 3) Policy Plan; 4) Council Priorities; 5) Implementation; and 6) Tracking and Feedback. The Policy Plan component of TOP meets the function. On January 27, 2010, the Ontario City Council adopted The Ontario Plan (TOP). TOP serves as the framework for the City’s business plan and provides a foundation for the City to operate as a municipal corporation that consists of six (6) distinct components: 1) Vision; 2) Governance Manual; 3) Policy Plan; 4) Council Priorities; 5) Implementation; and 6) Tracking and Feedback. The Policy Plan component of TOP meets the functional and legal mandate of a General Plan and contains nine elements: Land Use, Housing, Parks and Recreation, Environmental Resources, Community Economics, Safety, Mobility, Community Design and Social Resources.

An Environmental Impact Report (EIR) was prepared for TOP (SCH # 2008101140) and certified by the City Council on January 27, 2010 that included Mitigation Findings and a Statement of Overriding Considerations pursuant to CEQA. The Certified TOP EIR analyzed the direct and physical changes in the environment that would be caused by TOP; focusing on changes to land use associated with the buildout of the proposed land use plan, in the Policy Plan and impacts resultant of population and employment growth in the City. The significant unavoidable adverse impacts that were identified in the EIR included agriculture resources, air quality, cultural resources, greenhouse gas emissions, noise and transportation/traffic.

Analysis: According to the California Environmental Quality Act Guidelines Section 15164, an Addendum to a previously Certified EIR may be used if some changes or additions are necessary, but none of the conditions described in Section 15162 requiring the preparation of a subsequent Negative Declaration or EIR have occurred. The CEQA Guidelines require that a brief explanation be provided to support the findings that no subsequent EIR or Negative Declaration are needed for further discretionary approval. These findings are described below:

- 1) Required Finding: *Substantial changes are not proposed for the project that will require major*

revisions of the previous EIR due to the involvement of new, significant environmental effects or a substantial increase in the severity of previously identified effects.

Substantial changes are not proposed by the Project and Project implementation will not require revisions to the Certified TOP EIR. The Certified TOP EIR analyzed the direct and physical changes in the environment that would be caused by TOP; focusing on changes to land use associated with the buildout of the proposed land use plan. In addition, all previously adopted mitigation measures are a condition of Project approval and are incorporated herein by reference. The attached Initial Study provides an analysis of the Project and verification that the Project will not cause environmental impacts such that any of the circumstances identified in State CEQA Guidelines Section 15162 are present.

2) ***Required Finding:** Substantial changes have not occurred with respect to the circumstances under which the project is undertaken, that would require major revisions of the previous Environmental Impact Report due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.*

Substantial changes have not occurred with respect to the circumstances under which the Project was undertaken, that would not require major revisions to the Certified TOP EIR in that the proposed changes would be in keeping with the surrounding area. Therefore, no proposed changes or revisions to the EIR are required.

In addition, all previously adopted mitigation measures of the Certified TOP EIR are incorporated herein by reference. The attached Initial Study provides an analysis of the Project and verification that the Project will not cause environmental impacts such that any of the circumstances identified in State CEQA Guidelines Section 15162 are present.

3) ***Required Finding:** No new information has been provided that would indicate that the proposed project would result in one or more significant effects not discussed in the previous EIR.*

No new information has been provided that would indicate the proposed Project would result in any new significant effects not previously discussed in the Certified TOP EIR. Therefore, no proposed changes or revisions to the EIR are required. In addition, all previously adopted mitigation measures of the Certified TOP EIR are incorporated herein by reference. The attached Initial Study provides an analysis of the Project and verification that the Project will not cause environmental impacts such that any of the circumstances identified in State CEQA Guidelines Section 15162 are present.

CEQA Requirements for an Addendum: If changes to a Project or its circumstances occur or new information becomes available after adoption of a negative declaration, the lead agency may: (1) prepare a subsequent EIR if the criteria of State CEQA Guidelines Section 15162(a) are met, (2) prepare a subsequent negative declaration, (3) prepare an addendum, or (4) prepare no further documentation. (State CEQA Guidelines Section 15162(b)). When only minor technical changes or additions to the negative declaration are necessary and none of the conditions described in section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred, CEQA allows the lead agency to prepare and adopt an addendum. (State CEQA Guidelines Section 15164(b).)

Under Section 15162, a subsequent EIR or negative declaration is required only when:

1) Substantial changes are proposed in the project which will require major revisions of the previous negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the negative declaration due to the involvement of any new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the negative declaration was adopted, shows any of

the following:

- a) The project will have one or more significant effects not discussed in the previous negative declaration;
- b) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
- c) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
- d) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Thus, if the Project does not result in any of the circumstances listed in Section 15162 (i.e., no new or substantially greater significant impacts), the City may properly adopt an addendum to the Certified TOP EIR.

Conclusion: The Ontario Plan Environmental Impact Report (TOP EIR), certified by City Council on January 27, 2010, was prepared as a Program EIR in accordance with CEQA, the State CEQA Guidelines, and the City's Rules for the Implementation of CEQA and in accordance with Section 15121(a) of the State CEQA Guidelines (California Code of Regulations, Title 14, Division 6, Chapter 3). The Certified TOP EIR considered the direct physical changes and reasonably foreseeable indirect physical changes in the environment that would be caused by the Ontario Plan. Subsequent activities within the TOP Program EIR have been evaluated to determine whether an additional CEQA documents needs to be prepared.

Accordingly, and based on the findings and information contained in the Certified TOP EIR, the analysis above, the attached Initial Study, and CEQA statute and State CEQA Guidelines, including Sections 15164 and 15162, the Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified TOP EIR analyses are necessary, nor is there a need for any additional mitigation measures; therefore, pursuant to State CEQA Guidelines Section 15164, the Ontario City Council hereby adopts this Addendum to the Certified EIR.

Other public agencies whose approval is required (e.g., permits, financing approval or participation agreement): None

Tribal Consultation: Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? Yes No

If "yes," has consultation begun? Yes No Completed

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

- | | | |
|---|---|--|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture/Forestry Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology / Soils |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology / Water Quality |

- | | | |
|--|--|---|
| <input type="checkbox"/> Land Use / Planning | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise |
| <input type="checkbox"/> Population / Housing | <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Transportation | <input type="checkbox"/> Utilities / Service Systems | <input type="checkbox"/> Mandatory Findings of Significance |
| <input type="checkbox"/> Tribal Cultural Resources | <input type="checkbox"/> Wildfire | <input type="checkbox"/> Energy |

DETERMINATION (To be completed by the Lead Agency)

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Signature

October 27, 2020

Date

Diane Ayala, Senior Planner

Printed Name and Title

City of Ontario

For

EVALUATION OF ENVIRONMENTAL IMPACTS

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

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

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

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

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

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

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

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

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

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

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

9) The explanation of each issue should identify:

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

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

| <i>Issues</i> | <i>Potentially Significant Impact</i> | <i>Less Than Significant with Mitigation</i> | <i>Less Than Significant Impact</i> | <i>Impacts Previously Analyzed in TOP EIR</i> |
|--|---------------------------------------|--|-------------------------------------|---|
| 1. AESTHETICS. Would the project: | | | | |
| a. Have a substantial adverse effect on a scenic vista? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

| Issues | Potentially Significant Impact | Less Than Significant with Mitigation | Less Than Significant Impact | Impacts Previously Analyzed in TOP EIR |
|---|--------------------------------|---------------------------------------|------------------------------|--|
| <p>2. AGRICULTURE AND FOREST RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest protocols adopted by the California Air Resources Board. Would the project:</p> | | | | |
| <p>a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <p>b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <p>c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <p>d. Result in the loss of forest land or conversion of forest land to non-forest use?</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <p>e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <p>3. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:</p> | | | | |
| <p>a. Conflict with or obstruct implementation of the applicable air quality plan?</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <p>b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <p>c. Expose sensitive receptors to substantial pollutant concentrations?</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <p>d. Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

| Issues | Potentially Significant Impact | Less Than Significant with Mitigation | Less Than Significant Impact | Impacts Previously Analyzed in TOP EIR |
|---|---------------------------------------|--|-------------------------------------|---|
| 4. BIOLOGICAL RESOURCES. Would the project: | | | | |
| a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 5. CULTURAL RESOURCES. Would the project: | | | | |
| a. Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Disturb any human remains, including those interred outside of dedicated cemeteries? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 6. ENERGY. Would the project: | | | | |
| a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 7. GEOLOGY AND SOILS. Would the project: | | | | |
| a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving: | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

| Issues | Potentially Significant Impact | Less Than Significant with Mitigation | Less Than Significant Impact | Impacts Previously Analyzed in TOP EIR |
|---|---------------------------------------|--|-------------------------------------|---|
| i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| ii. Strong seismic ground shaking? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| iii. Seismic-related ground failure, including liquefaction? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| iv. Landslides? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Result in substantial soil erosion or the loss of topsoil? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. Be located on expansive soil, as defined in Table 18 1 B of the Uniform Building Code, creating substantial direct or indirect risks to life or property? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 8. GREENHOUSE GAS EMISSIONS. Would the project: | | | | |
| a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of greenhouse gases? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 9. HAZARDS AND HAZARDOUS MATERIALS. Would the project: | | | | |
| a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

| Issues | Potentially Significant Impact | Less Than Significant with Mitigation | Less Than Significant Impact | Impacts Previously Analyzed in TOP EIR |
|--|---------------------------------------|--|-------------------------------------|---|
| d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 10. HYDROLOGY AND WATER QUALITY. Would the project: | | | | |
| a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| i. result in substantial erosion or siltation on- or off-site; | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| iv. impede or redirect flood flows? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 11. LAND USE AND PLANNING. Would the project: | | | | |
| a. Physically divide an established community? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

| Issues | Potentially Significant Impact | Less Than Significant with Mitigation | Less Than Significant Impact | Impacts Previously Analyzed in TOP EIR |
|--|---------------------------------------|--|-------------------------------------|---|
| b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 12. MINERAL RESOURCES. Would the project: | | | | |
| a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 13. NOISE. Would the project result in: | | | | |
| a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Generation of excessive groundborne vibration or groundborne noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 14. POPULATION AND HOUSING. Would the project: | | | | |
| a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of road or other infrastructure)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 15. PUBLIC SERVICES. Would the project: | | | | |
| a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: | | | | |
| i. Fire protection? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| ii. Police protection? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| iii. Schools? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| iv. Parks? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| v. Other public facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

| Issues | Potentially Significant Impact | Less Than Significant with Mitigation | Less Than Significant Impact | Impacts Previously Analyzed in TOP EIR |
|--|--------------------------------|---------------------------------------|------------------------------|--|
| 16. RECREATION. Would the project: | | | | |
| a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which have an adverse physical effect on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 17. TRANSPORTATION. Would the project: | | | | |
| a. Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. Result in inadequate emergency access? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 18. TRIBAL CULTURAL RESOURCES. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is | | | | |
| a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 19. UTILITIES AND SERVICE SYSTEMS. Would the project: | | | | |
| a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

| Issues | Potentially Significant Impact | Less Than Significant with Mitigation | Less Than Significant Impact | Impacts Previously Analyzed in TOP EIR |
|--|--------------------------------|---------------------------------------|------------------------------|--|
| b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 20. WILDFIRES. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project: | | | | |
| a. Substantially impair an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 21. MANDATORY FINDINGS OF SIGNIFICANCE. | | | | |
| a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current project, and the effects of probable future projects.) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

| Issues | Potentially Significant Impact | Less Than Significant with Mitigation | Less Than Significant Impact | Impacts Previously Analyzed in TOP EIR |
|--|--------------------------------|---------------------------------------|------------------------------|--|
| c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <p><u>Note:</u> Authority cited: Public Resources Code sections 21083, 21083.05, 21083.09. <u>Reference:</u> Gov. Code section 65088.4; Public Resources Code sections 21073, 21074, 21080(c), 21080.1, 21080.3, 21080.3.1, 21080.3.2, 21082.3, 21083, 21083.3, 21083.5, 21084.2, 21084.3, 21093, 21094, 21095 and 21151; <i>Sundstrom v. County of Mendocino</i> (1988) 202 Cal.App.3d 296; <i>Leonoff v. Monterey Board of Supervisors</i> (1990) 222 Cal.App.3d 1337; <i>Eureka Citizens for Responsible Govt. v. City of Eureka</i> (2007) 147 Cal.App.4th 357; <i>Protect the Historic Amador Waterways v. Amador Water Agency</i> (2004) 116 Cal.App.4th 1099, 1109; <i>San Franciscans Upholding the Downtown Plan v. City and County of San Francisco</i> (2002) 102 Cal.App.4th 656.</p> | | | | |

EXPLANATION OF ISSUES

1. AESTHETICS. Would the project:

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

Discussion of Effects: The Policy Plan (General Plan) does not identify scenic vistas within the City. However, TOP Policy Plan (Policy CD1-5) requires all major north-south streets be designed and redeveloped to feature views of the San Gabriel Mountains. The Project site is located on Campus Avenue and is identified as a Minor Arterial Street in the Functional Roadway Classification Plan (Figure M-2) of the Mobility Element within the Policy Plan. The Project will not result in adverse environmental impacts with regard to views of the San Gabriel Mountains. Therefore, no adverse impacts are anticipated in relation to the Project.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

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

Discussion of Effects: The City of Ontario is served by three freeways: I-10, I-15, and SR-60. I-10 and SR-60 traverse the northern and central portion of the City, respectively, in an east–west direction. I-15 traverses the northeastern portion of the City in a north–south direction. These segments of I-10, I-15, and SR-60 have not been officially designated as scenic highways by the California Department of Transportation. In addition, there are no historic buildings, or any scenic resources identified on or in the vicinity of the Project site. Therefore, it will not result in adverse environmental impacts.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

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

Discussion of Effects: The Project would not degrade the existing visual character or quality of the site or its surroundings. The Project site is in an area that is characterized by residential development and is surrounded by urban land uses. The proposed Project is consistent with the policies of the Community Design Element of the Policy Plan (General Plan) and zoning designation on the property as well as with the residential development in the surrounding area. Therefore, no adverse impacts are anticipated.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

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

Discussion of Effects: The proposed land use change itself will not cause lighting to be installed in the Project. New lighting will be introduced to the site with the development of the Project. Pursuant to the requirements of the City's Development Code, on-site lighting will be shielded, diffused or indirect, to avoid glare to pedestrians or motorists. In addition, lighting fixtures will be selected and located to confine the area of illumination to within the Project site and minimize light spillage.

Site lighting plans will be subject to review by the Planning Department and Police Department prior to issuance of building permits (pursuant to the City's Building Security Ordinance). Therefore, no adverse impacts are anticipated.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

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

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

Discussion of Effects: As discussed in the Certified TOP EIR, a considerable portion of the Project site has been used for agricultural/dairy farming. The Project will convert this land, which is considered to be Urban and Built-Up Land pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency. As a result, no adverse environmental impacts are anticipated.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

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

Discussion of Effects: The Project site is not zoned for agricultural use. Furthermore, there are no Williamson Act contracts in effect on the subject site. Therefore, no impacts to agricultural uses are anticipated, nor will there be any conflict with Williamson Act contracts.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

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

Discussion of Effects: The Project would not result in the rezoning of forest land, timberland, or timberland zoned Timberland Production because such land use designations do not exist within the City of Ontario. The Project site is zoned for Medium Density Residential development. The proposed project is consistent with the Land Use Element (Figure LU-6) of the Policy Plan (General Plan) and the development standards and allowed land uses of the MDR-18 (Medium Density Residential) zone. Therefore, no impacts to forest or timberland are anticipated.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

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

Discussion of Effects: There is currently no land in the City of Ontario that qualifies as forest land as defined in Public Resources Code section 12220(g). Neither TOP nor the City's Zoning Code provide designations for forest land. Consequently, the proposed Project would not result in the loss or conversion of forest land.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

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

Discussion of Effects: The Project site is currently zoned MDR-18 (Medium Density Residential 11.1-18 du/ac) and is not designated as Farmland. The Project site is currently vacant and there are no agricultural uses occurring onsite. As a result, to the extent that the Project would result in changes to the existing environment those changes would not result in loss of Farmland to non-agriculture use.

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

Mitigation Required: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

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

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

Discussion of Effects The Project will not conflict with or obstruct implementation of any air quality plan. As noted in The Ontario Plan FEIR (Section 5.3), pollutant levels in the Ontario area already exceed Federal and State standards. To reduce pollutant levels, the City of Ontario is actively participating in efforts to enhance air quality by implementing Control Measures in the Air Quality Management Plan for local jurisdictions within the South Coast Air Basin.

The proposed Project is consistent with The Ontario Plan, for which the EIR was prepared and impacts evaluated. Furthermore, the Project is consistent with the City's participation in the Air Quality Management Plan and will not conflict with or obstruct implementation of the plan. Mitigation (Mitigation Measure 5.3-2) has been adopted by the City that requires fugitive dust control measures pursuant to SCAQMD's Rule 403, use of Tier 3 construction equipment, proper service and maintenance of construction equipment, limiting nonessential idling of construction equipment, and use of Super-Compliant VOC paints for coating and architectural surfaces. As a condition of approval, the project will comply with Mitigation Measure 5.3-2. No new impacts beyond those identified in the Certified TOP EIR that would result from Project implementation.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

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

Discussion of Effects: The Project will not result in a cumulatively considerable net increase of any criteria pollutant for which the region is in non-attainment under an applicable federal or state ambient air

quality because of the limited size and scope of the Project. Although no impacts are anticipated, the Project will still comply with the air quality standards of the TOP FEIR and the SCAQMD resulting in impacts that are less than significant [please refer to Sections 3(a) and 3(b)].

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

c. Expose sensitive receptors to substantial pollutant concentrations?

Discussion of Effects: The subject site was previously analyzed by TOP EIR as Medium Density Residential (11.1 – 25 du/ac). As discussed in Section 5.3 of TOP EIR, the proposed Project is within a non-attainment region of the South Coast Air Basin (SCAB). The proposed Project is consistent with The Ontario Plan (TOP) land use designation of Medium Density Residential (11.1 – 25 du/ac). Although the Project site is located within ¼ mile of near a public school, which SCAMQD identifies as a sensitive receptor, residential land uses do not emit toxic air contaminants as identified in SCAQMD Rule 1401. As such, no adverse impacts are anticipated.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

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

Discussion of Effects: The subject site was previously analyzed by TOP EIR as Medium Density Residential (11.1 – 25 du/ac). The residential use proposed on the subject site do not create objectionable odors. Further, the Project shall comply with the policies of the Ontario Municipal Code and the Policy Plan (General Plan). Therefore, no adverse impacts are anticipated.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

4. BIOLOGICAL RESOURCES. Would the project:

a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Discussion of Effects: The Project site is not located within an area that has been identified as containing species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service. In an abundance of caution, a Burrowing Owl Habitat Assessment was conducted on June 22, 2020 for the subject site by First Carbon Solution. The Assessment concluded that there were no burrowing owls present or had the potential to be present because the site is not suitable for nesting. Therefore, no adverse impacts are anticipated.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Discussion of Effects: The subject site was previously analyzed by the Certified TOP EIR as residential uses. The site does not contain any riparian habitat or other sensitive natural community identified by the Department of Fish & Game or Fish & Wildlife Service. Therefore, no adverse environmental impacts are anticipated.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

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

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

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

Discussion of Effects: The site is a vacant and was historically used as a dairy farm, but that use has ceased. The Project site is bounded on all four sides by residential development. As a result, there are no wildlife corridors connecting this site to other areas. Therefore, no adverse environmental impacts are anticipated.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

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

Discussion of Effects: The City of Ontario does not have any specific policies or ordinances protecting biological resources. Further, the Project area does not contain any mature trees necessitating the need for preservation. As a result, no adverse environmental impacts are anticipated.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

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

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

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

5. CULTURAL RESOURCES. Would the project:

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

Discussion of Effects: Although the subject site was a part of a former dairy farm property, it does not contain any buildings, structures or landscapes found to be eligible for listing on a national, state or local register. A Historical Resource Evaluation Report was prepared by Galvin Preservation Associates on October 1, 2020 for the subject property and the property adjacent south. These 2 properties were previously used as a dairy farm and had ceased operations prior to 1959. The subject site is vacant and was most likely used to accommodate free-grazing cattle. The property to the south was determined to be eligible for listing on the local historic register as it is developed with the family homestead, barn and other farming support buildings and structures. Development of the Project site will not result in the loss or adverse impact of a historic resource. Therefore, no adverse impacts are anticipated.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

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

Discussion of Effects: On July 20, 2020, a records search for the Project area (defined as the Project site plus a 0.5-mile radius beyond the Project boundaries) was conducted at the South-Central Coastal Information Center (SCCIC) located at California State University, Fullerton to identify any known historic properties or resources. The current inventories in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), the California Historic Landmarks (CHL) list, the California Points of Historical Interest (CPHI) list, and the California Historical Resources Inventory (HRI) were reviewed to determine the existence of previously documented local historical resources. Results from the SCCIC indicate that no resources were recorded within the Project boundaries or the 0.5-mile search radius; however, four area-specific survey reports are on file within the search radius. Of the four reports, one report (SB-00324) is entirely within the Project site, indicating that the Project site has previously been surveyed for cultural resources with negative results. On June 13, 2020, First Carbon Solutions, conducted a pedestrian level survey for unrecorded cultural resources. All areas of proposed development were closely inspected for culturally modified soils or other indicators of potential historic or prehistoric resources. No prehistoric resources or materials used in the production of said resources (e.g., obsidian, Franciscan chert) were observed during the course of the pedestrian survey. While no adverse impacts to archeological resources are anticipated at this site due to its urbanized nature, standard conditions have been imposed on the Project that in the event of unanticipated archeological discoveries, construction activities will not continue or will moved to other parts of the Project site and a qualified archaeologist shall be contacted to determine significance of these resources. If the find is discovered to be historical or unique archaeological resources, as defined in Section 15064.5 of the CEQA Guidelines, avoidance or other appropriate measures shall be implemented.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

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

Discussion of Effects: The proposed Project is in an area that has been previously disturbed by human activity. No known religious or sacred sites exist within the Project area. Thus, human remains are not expected to be encountered during any construction activities. However, in the unlikely event that human remains are discovered, existing regulations, including the California Public Resources Code Section 5097.98, would afford protection for human remains discovered during development activities. Furthermore, standard conditions have been imposed on the Project that in the event of unanticipated discoveries of human remains are identified during excavation, construction activities, the area shall not be disturbed until any required investigation is completed by the County Coroner and/or Native American consultation has been completed, if deemed applicable.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

6. ENERGY Would the project:

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

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

Discussion of Effects: Energy was not analyzed in the Certified TOP EIR but has been included as part of the 2019 revisions to the State CEQA Guidelines. Implementation of the Project would not substantially increase the demand for electricity and natural gas at the Project site and gasoline consumption in the region during construction and operation. Implementation of the Project will require compliance with CALGreen Building Code (CCR Title 24, Part11). Moreover, the Project includes a sample Greenhouse Gas Reduction Measure Screening Table for Residential and Commercial Development. The

Screening Table includes measures energy efficient development, indoor space efficiency measures, building efficiency measures, renewable energy measures, and water conservation measures. Measures that would reduce electricity consumption include, but are not limited to: greatly enhanced window insulation, an enhanced cool-roof, an improved efficiency heating, ventilation, and air conditioning (“HVAC”) system, blower doors HERS verified Envelope leakage or equivalent, enhanced duct insulation, Energy Star commercial appliances, water efficient landscaping and irrigation systems, and water-efficient toilets and faucets.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts. No changes or additions to the Certified TOP EIR analyses are necessary.

7. GEOLOGY & SOILS. Would the project:

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

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

Discussion of Effects: There are no active faults known on the site and the Project site is located outside the Fault Rapture Hazard Zone (formerly Alquist-Priolo Zone). The Certified TOP EIR (Section 5.7/Figure 5.7-2) identifies eight active or potentially active fault zones near the City. Given that the closest fault zone is located more than ten miles from the Project site, fault rupture within the Project area is not likely. All development will comply with the Uniform Building Code seismic design standards to reduce geologic hazard susceptibility. Therefore, no adverse impacts are anticipated.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

ii. Strong seismic ground shaking?

Discussion of Effects: There are no active faults known on the site and the Project site is located outside the Fault Rapture Hazard Zone (formerly Alquist-Priolo Zone). The Certified TOP EIR (Section 5.7/Figure 5.7-2) identifies eight active or potentially active fault zones near the City. The closest fault zone is located more than ten miles from the Project site. The proximity of the site to the active faults will result in ground shaking during moderate to severe seismic events. All construction will comply with the California Building Code, the Ontario Municipal Code, The Ontario Plan and all other ordinances adopted by the City related to construction and safety. Therefore, no adverse impacts are anticipated.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

iii. Seismic-related ground failure, including liquefaction?

Discussion of Effects: As identified in the Certified TOP EIR (Section 5.7), groundwater saturation of sediments is required for earthquake induced liquefaction. In general, groundwater depths shallower than 10 feet to the surface can cause the highest liquefaction susceptibility. Depth to ground water at the Project site during the winter months is estimated to be between 250 to 450 feet below ground surface. Therefore, the liquefaction potential within the Project area is minimal. Implementation of The Ontario Plan strategies, Uniform Building Code and Ontario Municipal code would reduce impacts to a less than significant level.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

iv. Landslides?

Discussion of Effects: The Project would not expose people or structures to potential adverse effects, including the risk of loss, injury, or death involving landslides because the relatively flat topography

of the project site (less than 2 percent slope across the City) makes the chance of landslides remote. The allowed residential use will not create greater landslide potential impacts than were identified in the Certified TOP EIR. Implementation of TOP EIR strategies, Uniform Building Code and Ontario Municipal Code would reduce impacts to a less than significant level.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

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

Discussion of Effects: Implementation of the Project will not create greater erosion impacts than were identified in the Certified TOP EIR. Impacts will be less than significant with mitigation. The Project will not result in significant soil erosion or loss of topsoil because of the previously disturbed nature of the Project site and the limited size and scope of the Project. Grading increases the potential for erosion by removing protective vegetation, changing natural drainage patterns, and constructing slopes. However, compliance with the California Building Code and review of grading plans by the City Engineer will ensure no significant impacts will occur. In addition, the City requires an erosion/dust control plan for Projects located within this area. Implementation of a NPDES program, the Environmental Resource Element of the Policy Plan (General Plan) strategies, Uniform Building Code and Ontario Municipal code would reduce impacts to a less than significant level.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

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

Discussion of Effects: Implementation of Project will not create greater landslide potential impacts than were identified in the Certified TOP EIR. Therefore, no adverse impacts are anticipated. In addition, the associated Project would not result in the location of development on a geologic unit or soil that is unstable, or that would become unstable because as previously discussed, the potential for liquefaction and landslides associated with the Project is less than significant. Certified TOP EIR (Section 5.7) indicates that subsidence is generally associated with large decreases or withdrawals of water from the aquifer. The Project would not withdraw water from the existing aquifer. Further, implementation of The Ontario Plan strategies, Uniform Building Code and Ontario Municipal Code would reduce impacts to a less than significant level.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

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

Discussion of Effects: The majority of Ontario, including the Project site, is located on alluvial and eolian soil deposits. These types of soils are not considered to be expansive. Therefore, no adverse impacts are anticipated.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

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

Discussion of Effects: The area is served by the local sewer system and the use of alternative systems is not necessary. There will be no impact to the sewage system.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

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

Discussion of Effects: The City of Ontario is underlain by deposits of Quaternary and Upper-Pleistocene sediments deposited during the Pliocene and early Pleistocene time, Quaternary Older Alluvial sediments may contain significant, nonrenewable, paleontological resources and are, therefore, considered to have high sensitivity at depths of 10 feet or more below ground surface. In addition, the Certified TOP EIR (Section 5.5) indicates that one paleontological resource has been discovered in the City. While no adverse impacts are anticipated, standard conditions have been imposed on the Project that in the event of unanticipated paleontological resources are identified during excavation, construction activities will not continue or will be moved to other parts of the Project site and a qualified paleontologist shall be contacted to determine significance of these resources. If the find is determined to be significant, avoidance or other appropriate measures shall be implemented.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR and TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

8. GREENHOUSE GAS EMISSIONS. Would the project:

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

Discussion of Effects: The subject site was previously analyzed by the Certified EIR as a medium density residential the impact of buildout of The Ontario Plan on the environment due to the emission of greenhouse gases ("GHGs") was analyzed in the Certified TOP EIR. According to the TOP EIR, this impact would be significant and unavoidable (Re-circulated Portions of the Ontario Plan Draft Environmental Impact Report, p. 2-118.) The TOP EIR was certified by the City on January 27, 2010, at which time a statement of overriding considerations was also adopted for The Ontario Plan's significant and unavoidable impacts, including that concerning the emission of greenhouse gases. Implementation of Project will not create significantly greater impacts than were identified in the Certified TOP EIR. The Project includes a sample GHG Reduction Measures Screening Threshold Table, which provides guidance in measuring the reduction of greenhouse gas ("GHG") emissions attributable to certain design and construction measures incorporated into development projects. The analysis, methodology, and significance determination (thresholds) are based upon the City's Climate Action Plan ("CAP"), which includes GHG emission inventories (2008 and 2020 forecasts), a year 2020 emission reduction target, the goals and policies to reach the target, together with the Addendum prepared for the CAP. The Screening Table assigns points for each option incorporated into a project as mitigation or a project design feature (collectively referred to as "feature"). The point values correspond to the minimum emissions reduction expected from each feature. The menu of features allows maximum flexibility and options for how development projects can implement the GHG reduction measures. The point levels are based upon improvements compared to 2008 emission levels of efficiency. Projects that garner at least 100 points will be consistent with the reduction quantities anticipated in the City's CAP. As such, those projects that garner a total of 100 points or greater would not require quantification of project specific GHG emissions. Consistent with CEQA Guidelines, such projects would be determined to have a less than significant individual and cumulative impact for GHG emissions. As shown in the Project GHG Reduction Measures Screening Table, the Project garners a total of 103 points, and is therefore consistent with the reduction quantities anticipated in the City's CAP. Therefore, quantification of Project-specific GHG emissions is not required.

Additionally, pursuant to Public Resources Code Section 21083.3, this impact need not be analyzed further, because (1) the proposed project would result in an impact that was previously analyzed in the Certified TOP EIR; (2) the proposed project would not result in any greenhouse gas impacts that were not addressed in the Certified EIR; (3) the proposed project is consistent with The Ontario Plan. The proposed impacts of the project were already analyzed in the Certified EIR and the project will be built to current energy efficient standards. Potential impacts of project implementation will be less than significant with mitigation already required under the Certified TOP EIR and, CAP Screening Tables, and current energy efficiency standards. No changes or additions to the Certified TOP EIR analyses are necessary.

Mitigation Required: No new mitigation measures required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to Certified TOP EIR analyses are necessary. The mitigation

measures adopted as part of Certified TOP EIR adequately address any potential significant impacts and there is no need for any additional mitigation measures. The City has reviewed the emission reduction measures and concepts in The Ontario Plan EIR's MM 6-2 and 6-3, and has determined that the following actions apply and shall be undertaken by the applicant in connection with the project: energy efficient design, efficient irrigation systems, and compliance with Title 24 of the California Code of Regulations.

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

Discussion of Effects: The subject site was previously analyzed by the Certified TOP EIR as a residential land use. The proposed Project is consistent with The Ontario Plan Goal ER 4 of improving air quality by, among other things, implementation of Policy ER4-3, regarding the reduction of greenhouse gas emissions in accordance with regional, State, and federal regulations. In addition, the proposed Project is consistent with the policies outlined in Section 5.6.4 of the TOP EIR, which aims to reduce the City's contribution of greenhouse gas emissions at build-out by fifteen (15 percent), because the project is upholding the applicable City's adopted mitigation measures as represented in 6-1 through 6-6 and energy efficient design, efficient irrigation systems, electric vehicle charging stations, and compliance with Title 24 of the California Code of Regulations. The Project is consistent with the City's Climate Action Plan. Therefore, the proposed Project does not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing emissions of greenhouse gases.

Mitigation Required: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

9. HAZARDS & HAZARDOUS MATERIALS. Would the project:

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

Discussion of Effects: The subject site was previously analyzed by the TOP EIR for residential land uses. The Project is not anticipated to involve the transport, use or disposal of hazardous materials during either construction or project implementation. Therefore, no adverse impacts are anticipated. However, in the unlikely event of an accident, implementation of the strategies included in The Ontario Plan will decrease the potential for health and safety risks from hazardous materials to a less than significant impact.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

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

Discussion of Effects: The subject site was previously analyzed by the Certified TOP EIR for residential uses. The proposed Project does not include the use of hazardous materials or volatile fuels. In addition, there are no known stationary commercial or industrial land uses within close proximity to the subject site, which use/store hazardous materials to the extent that they would pose a significant hazard to visitors/occupants to the subject site, in the event of an upset condition resulting in the release of a hazardous material.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

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

Discussion of Effects: The proposed Project does not include the use, emissions or handling of hazardous or acutely hazardous materials, substances, or waste. Therefore, no impacts are anticipated.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

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

Discussion of Effects: The proposed Project site is not listed on the hazardous materials site compiled pursuant to Government Code Section 65962.5. Therefore, the Project would not create a hazard to the public or the environment and no impact is anticipated.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

e. For a project located within the safety zone of the airport land use compatibility plan for ONT or Chino Airports, would the project result in a safety hazard for people residing or working in the project area?

Discussion of Effects: The proposed Project was reviewed and found to be located within the Airport Influence Area of Ontario International Airport ("ONT") and was evaluated and found to be consistent with the policies and criteria of the Airport Land Use Compatibility Plan ("ALUCP") for ONT. The subject site is required to file and record an Avigation Easement with the Ontario International Airport Authority prior to obtaining a Certificate of Occupancy. The site is located within the airport influence area but outside the airport safety zones. Therefore, any impacts would be reduced to a less than significant level.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

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

Discussion of Effects: The City's Safety Element, as contained within The Ontario Plan, includes policies and procedures to be administered in the event of a disaster. The Ontario Plan seeks interdepartmental and inter-jurisdictional coordination and collaboration to be prepared for, respond to and recover from every day and disaster emergencies. In addition, the Project will comply with the requirements of the Ontario Fire Department and all City requirements for fire and other emergency access. Because the Project is required to comply with all applicable City codes, any impacts would be reduced to a less than significant level.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

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

Discussion of Effects: The project site is not located in or near wildlands. Therefore, no impacts are anticipated.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

10. HYDROLOGY & WATER QUALITY. Would the project:

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

Discussion of Effects: The Project site is served by City water and sewer service and will not affect water quality standards or waste discharge requirements. Discharge of storm water pollutants from areas of materials storage, vehicle or equipment fueling, vehicle or equipment maintenance (including washing, waste handling, hazardous materials handling or storage, delivery areas or loading docks, or other outdoor) and grease, organic compounds, pesticides, nutrients, heavy metals and bacteria pathogens in surface flows during a concurrent storm event, thus resulting in surface water quality impacts. The site is required to comply with the statewide National Pollutant Discharge Elimination System ("NPDES") General Industrial

Activities Stormwater Permit, the San Bernardino County Area-Wide Urban Runoff Permit (MS4 permit) and the City of Ontario's Municipal Code (Title 6, Chapter 6 (Stormwater Drainage System)). This would reduce any impacts to below a level of significance. Furthermore, the applicant for the subject site has submitted a Preliminary Water Quality Management Plan (PWQMP), which establishes the subject sites' compliance with storm water discharge and water quality management requirements. The PWQMP includes site design measures that capture runoff and pollutant transport by minimizing impervious surfaces and maximizes low impact development (LID) best management practices (BMPs), such as retention and infiltration, biotreatment and evapotranspiration. The PWQMP proposes the use of an underground stormwater infiltration system for the subject sites. Any overflow drainage will be conveyed to the public street by way of parkway culverts.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

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

Discussion of Effects: The subject site was previously analyzed by the Certified TOP EIR for residential uses. The water use associated with the proposed use of the property will be negligible, and the proposed Project will not deplete groundwater supplies, nor will it interfere with recharge. The water use associated with the proposed use of the property was included in the Certified TOP EIR analysis. The development of the site will require the grading of the site and excavation is expected to be less than three feet and would not affect the existing aquifer, estimated to be about 230 to 250 feet below the ground surface. No adverse impacts are anticipated.

Mitigation: No additional mitigation required.

c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i. Result in substantial erosion or siltation on- or off-site?

Discussion of Effects: It is not anticipated that the Project would alter the drainage pattern of the site or area, in a manner that would result in erosion, siltation or flooding on-or-off site, nor will the proposed Project increase the erosion of the subject site or surrounding areas. The existing drainage pattern of the site will not be altered, and it will have no significant impact on downstream hydrology. Stormwater generated by the Project will be discharged in compliance with the statewide NPDES General Construction Activities Stormwater Permit and San Bernardino County MS4 permit requirements. With the full implementation of a Storm Water Pollution Prevention Plan developed in compliance with the General Construction Activities Permit requirements, the Best Management Practices included in the SWPPP, and a stormwater monitoring program would reduce any impacts to below a level of significance. No streams or streambeds are present on the site. No changes in erosion off-site are anticipated.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

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

Discussion of Effects: The proposed Project is not anticipated to increase the flow velocity or volume of storm water runoff to cause environmental harm from the site and will not create a burden on existing infrastructure. Furthermore, with the implementation of an approved Water Quality Management Plan developed for the site, in compliance with the San Bernardino County MS4 Permit requirements, stormwater runoff volume shall be reduced to below a level of significance.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

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

Discussion of Effects: It is not anticipated that the Project would create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or create or contribute stormwater runoff pollutants during construction and/or post-construction activity. Pursuant to the requirements of The Ontario Plan, the City's Development Code, and the San Bernardino County MS4 Permit's "Water Quality Management Plan" ("WQMP"), individual developments must provide site drainage and WQMP plans according to guidelines established by the City's Engineering Department. Therefore, no impacts are anticipated.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

iv. Impede or redirect flood flows?

Discussion of Effects: Urbanization in the areas surrounding the Project site have resulted in increased responsiveness of the basin to rainfall. The increase in impervious surfaces such as roofs, roads, and parking lots has resulted in a decrease in groundwater infiltration and larger storm surges. The Project site is not impacted by offsite flows. The Project site is not located in a FEMA Firm Panel designated Flood Zone Risk, and according to the United States Fish and Wildlife Service National Wetlands Inventory ("NWI") no wetlands exist on the property. An adequate drainage facility to accept additional runoff from the site does not currently exist downstream of the project. However, the Project will be conditioned to design and construct a storm water detention facility on site so that the 100 year post-development peak flow does not exceed 80% of pre-development peak flows.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

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

Discussion of Effects: Impacts associated with flooding are primarily related to the construction or placement of structures in areas prone to flooding including within an unprotected 100-year flood zone, and in areas susceptible to high tides, tsunamis, seiches, mudflows or sea level rise. Specifically, structures placed in flood prone areas, if flooded, would be damaged, and could subject people to injury or death. The National Flood Insurance Act of 1968 requires the identification of floodplain areas and establishment of flood-risk zones within those areas. FEMA administers the programs and coordinates with communities to establish effective floodplain management standards. According to FEMA, the Project is not located in a known floodplain. Furthermore, this area is not known to flood and is not typically subjected to flooding. The Project site is not located in a floodplain as shown in Figure S-2 of TOP. The Project site is in an urbanized area that is developed residential dwelling units. No wetlands have been mapped on the Project site according to the NWI. According to the FEMA, the Project is not located in an area that is subject to flood hazard, tsunami, or seiche zones. The Project site is located over 60 miles east of the Pacific Ocean and is not located in a mapped tsunami zone. Therefore, the Project would not have a significant risk of flood hazard, tsunami, seiche zones, release of pollutants due to Project inundation.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

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

Discussion of Effects: The Regional Water Quality Control Board's Basin Plan is designed to preserve and enhance water quality and protect the beneficial uses of all regional waters. Specifically, the Basin Plan (i) designates beneficial uses for surface and ground waters, (ii) sets narrative and numerical objectives that must be attained or maintained to protect the designated beneficial uses and conform to the state's anti-degradation policy, and (iii) describes implementation programs to protect all waters in the region. The Project adheres to requirements of the water quality control plan, including all existing regulation

and permitting requirements. This includes the incorporation of best management practices (“BMPs”) to protect water quality during construction and operational periods. Development of the Project is subject to all existing water quality regulations and programs, as described in the regulatory section above, including all applicable construction permits. Existing General Plan policies related to water quality are also applicable to the Project. Implementation of these policies, in conjunction with compliance with existing regulatory programs, ensures that water quality impacts related to the Project are less than significant.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

11. LAND USE & PLANNING. Would the project:

a. Physically divide an established community?

Discussion of Effects: The Project site is in an area that is developed with residential land uses. This Project will be of similar design and size to surrounding development. No adverse impacts are anticipated.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Discussion of Effects: The subject site was previously analyzed by the Certified TOP EIR residential land uses. Implementation of Project will not create greater impacts than were identified in the Certified TOP EIR. The proposed Project does not interfere with any policies for environmental protection. As such, no impacts are anticipated.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

12. MINERAL RESOURCES. Would the project:

a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

Discussion of Effects: The Project site is located within a developed area surrounded by residential uses. There are no known mineral resources in the area. Therefore, no impacts are anticipated.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

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

Discussion of Effects: There are no known mineral resources in the area. No impacts are anticipated.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

13. NOISE. Would the project result in:

a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Discussion of Effects: The subject site was previously analyzed by the Certified TOP EIR for residential land uses. Pursuant to Exhibit S-3a (Future Roadway Noise Contour Map) of the Policy Plan Safety Element, the Project site is within the 65-70 dBA CNEL noise contour of Future Roadway Noise

Contours. As such, a Noise Impact Report was prepared by Vista Environmental on July 2, 2020 to assess future noise impacts to residential uses located along Campus Avenue. The analysis determined that noise levels for the first and second floors of the proposed homes would be within the City's residential interior noise standards of 45 dBA between 7 a.m. and 10 p.m. and 40 dBA between 10 a.m. and 7 a.m. The analysis determined that implementation of the Project would result in exterior private yard noise levels would not exceed the maximum of 65 dBA. Therefore, the Project would comply with the Ontario Municipal Code.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

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

Discussion of Effects: Implementation of the Project will not create greater impacts than were identified in the Certified TOP EIR. The uses associated with this proposed Project are required to comply with the environmental standards contained in the City of Ontario Development Code and as such, no impacts are anticipated.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

c. For a project located within the vicinity of a private airstrip or the noise impact zones of the airport land use compatibility plan for ONT and Chino Airports, would the project expose people residing or working in the project area to excessive noise levels?

Discussion of Effects: The Project was reviewed and found to be located within the Airport Influence Area of Ontario International Airport ("ONT") and was evaluated and found to be consistent with the policies and criteria of the Airport Land Use Compatibility Plan ("ALUCP") for ONT. The Project site is located outside of the Safety, Noise Impact and Airspace Protection Zones. A portion of the Project site is located within the 65-70 dB CNEL Noise Impact Zones; however, the proposed zone change is a compatible land use. In addition, the Project site lies outside the boundaries of the Chino Airport Influence Area. Therefore, no impacts are anticipated.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

14. POPULATION & HOUSING. Would the project:

a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of road or other infrastructure)?

Discussion of Effects: The subject site was previously analyzed by the Certified TOP EIR for residential uses and is consistent with General Plan land use designations and would not induce significant population growth. Therefore, no impacts are anticipated.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

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

Discussion of Effects: The Project site does not contain existing housing. Implementation of the Project will result in the addition of 92 residential dwelling units.

Mitigation: No additional mitigation required. No changes or additions to the Certified TOP EIR analyses are necessary.

15. PUBLIC SERVICES. Would the project:

a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

i. Fire protection?

Discussion of Effects: The site is in a developed area currently served by the Ontario Fire Department. The Project will not require the construction of any new facilities or alteration of any existing facilities or cause a decline in the levels of service, which could cause the need to construct new facilities. No impacts are anticipated.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

ii. Police protection?

Discussion of Effects: The site is in a developed area, currently served by the Ontario Police Department. The Project will not require the construction of any new facilities or alteration of any existing facilities or cause a decline in the levels of service, which could cause the need to construct new facilities. No impacts are anticipated.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

iii. Schools?

Discussion of Effects: Upon development, the Project proponent will be required to pay school fees as prescribed by state law prior to the issuance of building permits. No impacts are anticipated.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

iv. Parks?

Discussion of Effects: The site is in a developed area, currently served by the City of Ontario. The Project will not require the construction of any new facilities or alteration of any existing facilities or cause a decline in the levels of service, which could cause the need to construct new facilities. No impacts are anticipated.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

v. Other public facilities?

Discussion of Effects: The site is in a developed area, currently served by the City of Ontario. The Project will not require the construction of any new facilities or alteration of any existing facilities or cause a decline in the levels of service, which could cause the need to construct new facilities. No impacts are anticipated.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

16. RECREATION. Would the project:

a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Discussion of Effects: This Project is not proposing a significant number of new housing units that would result in the substantial physical deterioration of nearby existing parks. Implementation of the Project

would result in the construction of 15,000 square feet of private recreational amenities on-site to include a pool, pool house and children's play area as required by the Ontario Development Code for the development of 92 residential units. No impacts are anticipated.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

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

Discussion of Effects: This Project is not proposing a significant number of new housing units or large employment generator that would require the construction of neighborhood parks or other recreational facilities. Furthermore, Implementation of the Project includes construction of a recreational area and swimming pool for private use of the property owners. No impacts are anticipated.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

17. TRANSPORTATION. Would the project:

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

Discussion of Effects: Implementation of the Project will not create greater impacts than were identified in the Certified TOP EIR. Implementation of the Project would result in public right-of-way improvements to include widening of traffic lanes from 3 to 4, parkway along the west side of Campus Avenue and installation of a sidewalk along Project frontage and beyond to connect existing sidewalks located on the north and south. Additionally, pedestrian enhancement(s) at the school crossing located at the intersection of Campus Avenue and St. Andrews Street will be installed as a condition of approval to the Project. The Project will not create a substantial increase in the number of vehicle trips, traffic volume or congestion at intersections beyond that was evaluated in the TOP EIR. Less than significant impacts are anticipated.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

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

Discussion of Effects: CEQA Guidelines Section 15064.3 subdivision (b) has been included in the 2018 CEQA Guidelines as part of the implementation of SB 743 which requires local jurisdictions to use Vehicle Miles Travelled (VMT) instead of Level of Service (LOS) methodologies for the purpose of determining the significance of traffic impacts under CEQA. Also, as part of the implementation of SB 743 local jurisdictions are required to develop and implement thresholds of significance criteria and methodologies for evaluating VMT. The City of Ontario has adopted and established a VMT analysis threshold or analysis methodology based on our Policy Plan (General Plan) baseline. However, the Project was submitted prior to the adoption of the threshold and therefore not subject to the adopted thresholds. Subsequently, The Ontario Plan EIR analyzed VMT, as part of the GHG analysis. The Ontario Plan (TOP) is consistent with the RTP/SCS for the Southern California region. The SBTAM model has incorporated TOP buildout which was then incorporated into the SCAG model in developing the RTP/SCS for the region. The thresholds used in these models can be found in the tool created for SBCTA that analyzes the various threshold options. TOP established VMT thresholds as such this option has already been found to be consistent with the RTP/SCS and these land use assumptions have been incorporated into the SBTAM and SCAG's regional models. The screening tool created for use in San Bernardino County can be utilized for locations within Ontario where additional analysis is not required, and the City thresholds be used for Projects to determine if additional analysis is required. If mitigation measures are included for the Project and the VMT brought down below the established threshold (City average), then the Project can be determined to have less than a significant impact on transportation (in terms of CEQA). Therefore, impacts with respect to CEQA Guidelines Section 15064.3(b) are less than significant.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

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

Discussion of Effects: The Project is in an area that is mostly developed, and street improvements are complete. The Project will not create a substantial increase in hazards due to a design feature. No impacts are anticipated.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

d. Result in inadequate emergency access?

Discussion of Effects: Development of the Project will be designed to provide access for all emergency vehicles and will therefore not create an inadequate emergency access. No impacts are anticipated.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

e. Result in inadequate parking capacity?

Discussion of Effects: The Project is required to meet parking standards established by the Ontario Development Code and will therefore not create an inadequate parking capacity. No impacts are anticipated.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

18. TRIBAL CULTURAL RESOURCES. Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?

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

Discussion of Effects: The Certified TOP EIR (Section 4 Culture Resources, page III-4-6 &7) indicates no archeological sites or resources have been recorded in the City with the Archeological Information Center at San Bernardino County Museum. The NAHC Sacred Lands File search also failed to indicate archaeological resources or artifacts associated with Tribal Cultural Resources (TCRs) within the Project site. The Project site has been highly disturbed by modern human activities to with agricultural production since the early 1900s. However, in cooperation with Gabrieleno Band of Mission Indians-Kizh Nation, implementation of Project will include Native-American and Archaeological monitoring during ground disturbing activity. Therefore, it is concluded that the proposed Project will not impact Tribal Cultural Resources or Native America artifacts relating to TCRs and as such, no mitigation measures are recommended.

Mitigation: No new mitigation measures required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

19. UTILITIES AND SERVICE SYSTEMS. Would the project:

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

Discussion of Effects: The proposed Project is served by City of Ontario water system and has an 8-inch water main available for connection in Campus Avenue adequate water supply for the Project. The proposed Project is served by the City of Ontario sewer system, which has a 27-inch trunk sewer line available for Campus Avenue which has found to be sufficient. The Project will therefore not require the construction of new water or wastewater treatment facilities, or the expansion of existing facilities. No impacts are anticipated.

As discussed in the energy section above, the Project will have no anticipated impacts with regards to electric power and natural gas. In addition, the Project will not have an impact on telecommunications facilities.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years? In making this determination, the City shall consider whether the project is subject to the water supply assessment requirements of Water Code Section 10910, et seq. (SB 610), and the requirements of Government Code Section 664737 (SB 221).

Discussion of Effects: The Project site is served by the City of Ontario water system. There is currently sufficient water supply available to the City of Ontario to serve this Project as per the findings of the Certified TOP EIR. No impacts are anticipated.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

c. Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Discussion of Effects: The Project site is served by the City of Ontario water system. There is currently sufficient water supply available to the City of Ontario to serve this Project as per the findings of Certified TOP EIR. No impacts are anticipated.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

d. Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Discussion of Effects: City of Ontario serves the Project site. Currently, the City of Ontario contracts with a waste disposal company that transports trash to a landfill with sufficient capacity to handle the City's solid waste disposal needs. No impacts are anticipated.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to analyses are necessary.

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

Discussion of Effects: This Project complies with federal, state, and local statutes and regulations regarding solid waste. Therefore, no impacts are anticipated.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

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

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

Discussion of Effects: The Project site is not located in or near a state responsibility area nor is it located in or near lands classified as very high fire hazard severity zones. Therefore, no impacts are anticipated.

Mitigation: No new mitigation measures required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

Discussion of Effects: The Project site is not located in or near a state responsibility area nor is it located in or near lands classified as very high fire hazard severity zones. Therefore, no impacts are anticipated.

Mitigation: No new mitigation measures required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

Discussion of Effects: The Project site is not located in or near a state responsibility area nor is it located in or near lands classified as very high fire hazard severity zones. Therefore, no impacts are anticipated.

Mitigation: No new mitigation measures required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

Discussion of Effects: The Project site is not located in or near a state responsibility area nor is it located in or near lands classified as very high fire hazard severity zones. Therefore, no impacts are anticipated.

Mitigation: No new mitigation measures required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

21. MANDATORY FINDINGS OF SIGNIFICANCE.

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

Discussion of Effects: The proposed Project does not have the potential to reduce wildlife habitat and threaten a wildlife species; therefore, no environmental impacts resulting from the Project are anticipated.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

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

Discussion of Effects: The Project does not have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

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

Discussion of Effects: The Project does not have impacts that are cumulatively considerable.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

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

Discussion of Effects: The Project does not have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly.

Mitigation: No additional mitigation required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP EIR. No changes or additions to the Certified TOP EIR analyses are necessary.

EARLIER ANALYSES

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

- 1) **Earlier Analyses Used.** Identify earlier analyses used and state where they are available for review.
 - a) The Ontario Plan Final EIR
 - b) The Ontario Plan (TOP)
 - c) City of Ontario Official Zoning Map
 - d) City of Ontario Development Code
 - e) Ontario International Airport Land Use Compatibility Plan
 - f) Ontario International Airport Land Use Compatibility Plan Negative Declaration (SCH 2011011081)

All documents listed above are on file with the City of Ontario Planning Department, 303 East "B" Street, Ontario, California 91764, (909) 395-2036.

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

MITIGATION MEASURES

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

The Mitigation Measures contained in the Certified TOP EIR adequately mitigate the impacts of the proposed Project. These mitigation measures are contained in the attached Mitigation Monitoring Program.

No additional mitigation beyond that previously imposed is required.

Attachment A— Traffic Signal Warrant Study and Pedestrian Warrant Study
Attachment B— Noise Study
Attachment C— Burrowing Owl Habitat Study
Attachment D— Historic Resources Evaluation Report
Attachment E— Tree Survey and Protection Plan

EXHIBIT A

***Mitigation Monitoring Program for
TOP EIR***

(To follow this page)

| Mitigation Summary Matrix | |
|---|--|
| Mitigation Measures | Remarks |
| Aesthetics | |
| N/A | No mitigation was included within the Certified EIR; No mitigation is required of the Modified Project. |
| Agriculture and Forestry Resources | |
| N/A | No mitigation was included within the Certified EIR; No mitigation is required of the Modified Project. |
| Air Quality | |
| <p>3-1 The City of Ontario Building Department shall require that all new construction projects incorporate feasible mitigation measures to reduce air quality emissions. Potential measures shall be incorporated as conditions of approval for a project and may include:</p> <ul style="list-style-type: none"> ▪ Requiring fugitive dust control measures that exceed South Coast Air Quality Management District's Rule 403, such as: <ul style="list-style-type: none"> • Requiring use of nontoxic soil stabilizers to reduce wind erosion. • Applying water every four hours to active soil disturbing activities. • Tarping and/or maintaining a minimum of 24 inches of freeboard on trucks hauling dirt, sand, soil, or other loose materials. ▪ Using construction equipment rated by the United States Environmental Protection Agency as having Tier 3 or higher exhaust emission limits. ▪ Ensuring construction equipment is properly serviced and maintained to the manufacturer's standards. ▪ Limiting nonessential idling of construction equipment to no more than five consecutive minutes. ▪ Using Super-Compliant VOC paints for coating of architectural surfaces whenever possible. A list of Super-Compliant architectural coating manufactures can be found on the South Coast Air Quality Management District's website at: http://www.aqmd.gov/prdas/brochures/Super-Compliant_AIM.pdf. | Not Applicable. This is a City staff directive to be implemented during the development approval process; not mitigation measures for the Modified Project. It is noted that the Modified Project would not result in air quality impacts not previously addressed in the Certified EIR. |
| <p>3-2 The City of Ontario shall evaluate new development proposals within the City and require all developments to include access or linkages to alternative modes of transportation, such as transit stops, bike paths, and/or</p> | Not Applicable. This is a City staff directive to be implemented during the development approval process; not mitigation measures for the Modified |

| Mitigation Summary Matrix | |
|--|--|
| Mitigation Measures | Remarks |
| pedestrian paths (e.g., sidewalks). | Project. It is noted that the Modified Project would not result in air quality impacts not previously addressed in the Certified EIR. |
| 3-3 The City of Ontario shall evaluate new development proposals within the City for potential incompatibilities with regard to the California Air Resources Board's Air Quality and Land Use Handbook: A Community Health Perspective (April 2005). New development that is inconsistent with the recommended buffer distances shall only be approved if feasible mitigation measures, such as high efficiency Minimum Efficiency Reporting Value filters have been incorporated into the project design to protect future sensitive receptors from harmful concentrations of air pollutants as a result of proximity to existing air pollution sources. | Not Applicable. This is a City staff directive to be implemented during the development approval process; not mitigation measures for the Modified Project. It is noted that the Modified Project would not result in air quality impacts not previously addressed in the Certified EIR. |
| Biological Resources | |
| N/A | No mitigation was included within the Certified EIR; No mitigation is required of the Modified Project. |
| Cultural Resources | |
| 5-1 Historic or potentially historic resources in the City shall be evaluated for historic significance through the City's tier system prior to the issuance of plan or development approvals. | Not Applicable. No historic or potentially historic resources exist within the Modified Project site. It is noted that the Modified Project would not result in historic resources impacts not previously considered and addressed in the Certified EIR. |
| 5-2 In areas of documented or inferred archaeological and/or paleontological resource presence, City staff shall require applicants for development permits to provide studies to document the presence/absence of such resources. On properties where resources are identified, such studies shall provide a detailed mitigation plan, including a monitoring program and recovery and/or in situ preservation plan, based on the recommendations of a qualified cultural preservation expert. The mitigation plan shall include the following requirements: a) Archaeologists and/or paleontologist shall be retained for the project and will be on call during grading and other b) significant ground-disturbing activities. c) Should any cultural resources be discovered, no further grading shall occur in the area of the discovery until the Planning Director or designee is satisfied that adequate provisions are in place to protect these resources. Unanticipated discoveries shall be evaluated for significance by a San Bernardino County Certified Professional Archaeologist/Paleontologist. If significance criteria are met, then the project shall be required to perform data recovery, professional | Applicable. This Measure shall be implemented by the Modified Project. |

| Mitigation Summary Matrix | |
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| Mitigation Measures | Remarks |
| identification, radiocarbon dates, and other special studies; submit materials to a museum for permanent curation; and provide a comprehensive final report including catalog with museum numbers. | |
| 5-3 Upon receipt of an application for a Specific Plan or a project that requires a General Plan amendment subject to CEQA and is within the City's jurisdiction, the City's representative shall consult with the relevant tribe(s)' representative(s) to determine if the proposed project is within a culturally sensitive area to the tribe. If sufficient evidence is provided to reasonably ascertain that the site is within a [tribal] culturally sensitive area, then a cultural resources assessment prepared by an archaeologist shall be required. The findings of the cultural resources assessment shall be incorporated into the CEQA documentation. A copy of the report shall be forwarded to the tribe(s). If mitigation is recommended in the CEQA document, the procedure described in Mitigation Measure 5-4 shall be followed. | Not Applicable. The Modified Project does not require a General Plan Amendment and is not located within a Specific Plan area. |
| 5-4 Prior to the issuance of grading permits for a Specific Plan or project that requires a General Plan amendment for which the CEQA document defines cultural resource mitigation for potential tribal resources, the project applicant shall contact the designated tribe(s) to notify them of the grading, excavation, and monitoring program. The applicant shall coordinate with the City of Ontario and the tribal representative(s) to develop mitigation measures that address the designation, responsibilities, and participation of tribal monitors during grading, excavation, and ground-disturbing activities; scheduling; terms of compensation; and treatment and final disposition of any cultural resources, sacred sites, and human remains discovered on the site. The City of Ontario shall be the final arbiter of the conditions for projects within the City's jurisdiction | Not Applicable. The Modified Project does not require a General Plan Amendment and is not located within a Specific Plan area. However, the Modified Project would implement tribal monitoring during all grading activities and require a handling plan, if subsurface discoveries are made. |
| Energy | |
| N/A | No mitigation was included within the Certified EIR; No mitigation is required of the Modified Project. |
| Geology and Soils | |
| Please refer to Certified EIR Mitigation Measure 5-2, presented previously | Applicable. This Measure shall be implemented by the Modified Project |
| Greenhouse Gas Emissions | |
| 6-1 The City of Ontario shall prepare a Climate Action Plan within 18 months after adopting The Ontario Plan. The goal of the Climate Action Plan shall be to reduce GHG emissions from all activities within the City boundaries to support the State's efforts under AB 32 and to mitigate the impact of climate change on the City, State, and world. Once completed, the City shall update The Ontario Plan and associated policies, as necessary, to be consistent with the Climate Action Plan and prepare a subsequent or | Not Applicable. This is not a mitigation measure for the Modified Project. It is noted that the Modified Project would not result in greenhouse gas (GHG) emission impacts or climate change impacts not previously considered and addressed in the Certified EIR. The Modified Project would implement |

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| <p>supplemental Environmental Impact Report, if new significant impacts are identified. The Climate Action Plan shall include the following:</p> <ul style="list-style-type: none"> • Emission Inventories: The City shall establish GHG emissions inventories including emissions from all sectors within the City, using methods approved by, or consistent with guidance from, the CARB; the City shall update inventories every 3 years or as determined by state standards to incorporate improved methods, better data, and more accurate tools and methods, and to assess progress. If the City is not on schedule to achieve the GHG reduction targets, additional measured shall be implemented, as identified in the CAP. <p>The City shall establish a baseline inventory of GHG emissions including municipal emissions, and emissions from all business sectors and the community.</p> <ul style="list-style-type: none"> • The City shall define a "business as usual" scenario of municipal, economic, and community activities, • and prepare a projected inventory for 2020 based on that scenario. • Emission Targets: The City will develop Plans to reduce or encourage reductions in GHG emissions from all sectors within the City: • A Municipal Climate Action Plan which shall include measures to reduce GHG emissions from municipal activities by at least 30 percent by 2020 compared to the "business as usual" municipal emissions (including any reductions required by the California Air Resource Board under AB 32. • A Business Climate Action Plan in collaboration with the business community, which shall include measures to reduce GHG emissions from business activities, and which shall seek to reduce emissions by at least 30 percent by 2020 compared to "business as usual" business emissions. • A Community Climate Action Plan in collaboration with the stakeholders from the community at large, which shall include measures reduce GHG emissions from community activities, and which shall seek to reduce emissions by at least 30 percent by 2020 compared to "business as usual" community emissions. | <p>applicable provisions of the Climate Action Plan, including GHG Screening Table.</p> |

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| <p>6-2 The Climate Action Plan shall include specific measures to achieve the GHG emissions reduction targets identified in Mitigation Measure 6.1. The Climate Action Plan shall quantify the approximate greenhouse gas emissions reductions of each measure and measures shall be enforceable. Measures listed below, along with others, shall be considered during the development of the Climate Action Plan (CAP):</p> <ul style="list-style-type: none"> • Require all new or renovated municipal buildings to seek Silver or higher Leadership in Energy and Environmental Design (LEED) standard, or compliance with similar green building rating criteria. • Require all municipal fleet purchases to be fuel efficient vehicles for their intended use based on the fuel type, design, size, and cost efficiency. • Require that new development projects in Ontario that require demolition prepare a demolition plan to reduce waste by recycling and/or salvaging a nonhazardous construction and demolition debris. • Require that new developments design buildings to be energy efficient by siting buildings to take advantage of shade, prevailing winds, landscaping, and sun screening to reduce energy required for cooling. • Require that cool roofs for non-residential development and cool pavement to be incorporated into the site/building design for new development where appropriate. • Evaluate the feasibility of implementing a Public Transit Fee to support Omnitrans in developing additional transit service in the City. • Require diesel emission reduction strategies to eliminate and/or reduce idling at truck stops, warehouses, and distribution facilities throughout the City. • Install energy efficient lighting and lighting control systems in all municipal buildings. • Require all new traffic lights installed be energy efficient traffic signals. Require the use of reclaimed water for landscape irrigation in all new development and on public property where such connections are within the service boundaries of the City's reclaimed water system. | <p>Not Applicable. This is not a mitigation measure for the Modified Project. It is noted that the Modified Project would not result in greenhouse gas (GHG) emission impacts or climate change impacts not previously considered and addressed in the Certified EIR. The Modified Project would implement applicable provisions of the Climate Action Plan, including GHG Screening Table.</p> |

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| <ul style="list-style-type: none"> • Require all new landscaping irrigation systems installed within the City to be automated, high-efficient irrigation systems to reduce water use and require use of bubbler irrigation; low-angle, low-flow spray heads; or moisture sensors. Conduct energy efficiency audits of existing municipal buildings by checking, repairing, and readjusting heating, ventilation, and air conditioning systems, lighting, water heating equipment, insulation, and weatherization. • Ensure that its local Climate Action, Land Use, Housing, and Transportation Plans are aligned with, support, and enhance any regional plans that have been developed consistent with state guidance to achieve reductions in GHG emissions. • Mitigate climate change by decreasing heat gain from pavement and other hard surfaces associated with infrastructure. • Reduce heat gain from pavement and other similar hardscaping. • Work with appropriate agencies to create an interconnected transportation system that allows a shift in travel from private passenger vehicles to alternative modes, including public transit, ride sharing, car-sharing, bicycling and walking. • Provide safe and convenient access for pedestrians and bicyclists to, across, and along major transit priority streets. • Facilitate employment opportunities that minimize the need for private vehicle trips, by: • Amending zoning ordinances and the Development Code to include live/work sites and satellite work centers in appropriate locations. • Encouraging telecommuting options with new and existing employers, through project review and incentives, as appropriate. • Establish policies and programs to reduce onsite parking demand and promote ridesharing and public transit at large events. • Support and promote the use of low and zero-emission vehicles, by: • Encouraging the necessary infrastructure to facilitate | |

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| <p>the use of zero emission vehicles and clean alternative fuels, such as electric vehicle charging facilities and conveniently located alternative fueling stations.</p> <p>Encouraging new construction to include vehicle access to properly wired outdoor receptacles to accommodate ZEV and/or plug-in electric hybrids (PHEV).</p> <ul style="list-style-type: none"> • Encouraging transportation fleet standards to achieve the lowest emissions possible, using a mix of alternate fuels, PZEV or better fleet mixes. • Establishing incentives, as appropriate, to taxicab owners to use alternative fuel or gas-electric hybrid vehicles. • Establish green building requirements and standards for new development and redevelopment projects, and work to provide incentives for green building practices and remove barriers that impede their use. • Allow increased height limits and/or flexibility in other standards for projects that incorporate energy efficient green building practices where not prohibited by Airport Land Use Compatibility Plan (ALUCP)/Federal Aviation Administration (FAA). • Identify and remove regulatory or procedural barriers to implementing green building practices within its jurisdiction, such as updating codes, guidelines, and zoning, and ensure that all plan review and building inspection staff are trained in green building materials, practices, and techniques. • Support the use of green building practices by: <ul style="list-style-type: none"> • Providing information, marketing, training, and technical assistance about green building practices. • Adopting a Green Building ordinance with guidelines for green building practices in residential and commercial development. • Adopt energy efficiency performance standards for buildings designed to achieve a greater reduction in energy and water use than currently required by state law, including: <ul style="list-style-type: none"> • Standards for the installation of "cool roofs". • Standards for improved overall efficiency of lighting systems. | |

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| Mitigation Measures | Remarks |
| <ul style="list-style-type: none"> • Requirements for the use of Energy Star appliances and fixtures in discretionary new development. • Encourage the performance of energy audits for residential and commercial buildings prior to completion of sale, and that audit results and information about opportunities for energy efficiency improvements be presented to the buyer. • Establish policies and programs that facilitate the siting of new renewable energy generation. • Require that any building constructed in whole or in part with City funds incorporate passive solar design features, such as daylighting and passive solar heating, where feasible. • Prepare and implement a comprehensive plan to improve energy efficiency of municipal facilities, including Conducting energy audits. • Retrofitting municipal facilities for energy efficiency where feasible and when remodeling or replacing components, including increased insulation, installing green or reflective roofs and low-emissive window glass. • Implementing an energy tracking and management system for its municipal facilities. • Installing energy-efficient exit signs, street signs, and traffic lighting, subject to life/safety considerations. • Installing energy-efficient lighting retrofits and occupancy sensors, and institute a "lights out at night" policy, subject to life/safety considerations. • Retrofitting heating and cooling systems to optimize efficiency (e.g., replace chillers, boilers, fans, pumps, belts, etc.). • Installing Energy Star® appliances and energy-efficient vending machines. • Improving water use efficiency, including a schedule to replace or retrofit system components with high-efficiency units (i.e., ultra-low-flow toilets, fixtures, etc.). • Installing irrigation control systems which maximize water use efficiency and minimize off-peak use. • Adopting an accelerated replacement schedule for energy inefficient systems and components. | |

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| <ul style="list-style-type: none"> • Insure that staff receives appropriate training and support to implement objectives and policies to reduce GHG emissions, including: • Providing energy efficiency training to design, engineering, building operations, and maintenance staff. • Providing information on energy use and management, including data from the tracking and management system, to managers and others making decisions that influence energy use. • Providing energy design review services to departments undertaking new construction or renovation projects, to facilitate compliance with LEED standards. • Maximize efficiency at drinking water treatment, pumping, and distribution facilities, including development of off-peak demand schedules for heavy commercial and industrial users. • Establish a replacement policy and schedule to replace fleet vehicles and equipment with the most fuel-efficient vehicles practical, including gasoline hybrid and alternative fuel or electric models. • Require the installation of outdoor electrical outlets on buildings to support the use, where practical, of electric lawn and garden equipment, and other tools that would otherwise be run with small gas engines or portable generators. • Implement measures to reduce employee vehicle trips and to mitigate emissions impacts from municipal travel. • Conduct a comprehensive inventory and analysis of the urban forest, and coordinate tree maintenance responsibilities with all responsible departments, consistent with best management practices. • Evaluate existing landscaping and options to convert reflective and impervious surfaces to landscaping, and will install or replace vegetation with drought-tolerant, low-maintenance native species or edible landscaping that can also provide shade and reduce heat-island effects. • Implement enhanced programs to divert solid waste from landfill operations, by: | |

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| <ul style="list-style-type: none"> • Establishing a diversion target which meets or exceeds AB-939 requirements. • Promoting and expanding recycling programs, purchasing policies, and employee education to reduce the amount of waste produced. • Reduce per capita water consumption consistent with state law by 2020. • Establish a water conservation plan that may include such policies and actions as: Maintaining and refining the City's tiered rate structure for water use. • Establishing restrictions on time of use for landscape watering, or other demand management strategies. • Establishing performance standards for irrigation equipment and water fixtures, consistent with state law. • Establish programs and policies to increase the use of recycled water, including: • Promoting the use of recycled water for agricultural, industrial, and irrigation purposes, including grey water systems for residential irrigation. • Ensure that building standards and permit approval processes promote and support water conservation, by: • Establishing building design guidelines and criteria to promote water efficient building design, including minimizing the amount of non-roof impervious surfaces around the building(s). • Establishing menus and check-lists for developers and contractors to ensure water-efficient infrastructure and technology are used in new construction, including low-flow toilets and shower heads, moisture-sensing irrigation, and other such advances. <p style="margin-left: 20px;">Organize workshops on waste reduction activities for the home or business, such as backyard composting, or office paper recycling and shall schedule recycling dropoff events and neighborhood chipping/mulching days.</p> <ul style="list-style-type: none"> • Organize workshops on steps to increase energy efficiency in the home or business, such as | |

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| <p>weatherizing the home or building envelope, installing smart lighting systems, and how to conduct a self-audit for energy use and efficiency.</p> <p>6-3 The City of Ontario will amend the Municipal Code within 18 months after adopting The Ontario Plan, with provisions implementing the following GHG emission reduction concepts:</p> <ul style="list-style-type: none"> • Increase densities in urban core areas to support public transit, by, among other means: • Removing barriers to the development of accessory dwelling units in existing residential neighborhoods. • Reduce required road width standards wherever feasible to calm traffic and encourage alternative modes of transportation. • Add bicycle facilities to city streets and public spaces, where feasible. • Promote infill, mixed use, and higher density development, and provide incentives to support the creation of affordable housing in mixed use zones. • Plan for and create incentives for mixed-use development. <p>Identify sites suitable for mixed-use development and establish appropriate site-specific standards to accommodate mixed uses which could include:</p> <ul style="list-style-type: none"> • Increasing allowable building height or allow height limit bonuses, in appropriate areas and where safe to do so. • Allowing flexibility in applying development standards (such as FAR2 and lot coverage) based on the location, type, and size of the units, and the design of the development. • Allowing reduced and shared parking based on the use mix, and availability of and proximity to public transit stops. • Allowing for tandem parking, shared parking and off-site parking leases. • Enable prototype mixed-use structures for use in neighborhood center zones that can be adapted to new uses over time with minimal internal remodeling. • Identify and facilitate the inclusion of complementary | <p>Not Applicable. This is a City staff directive to amend the Municipal Code to reflect certain GHG emission reduction concepts. The Project would implement applicable Municipal Code GHG emission reduction concepts.</p> |

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| <p>land uses not already present in local zoning districts, such as supermarkets, parks and recreational fields, schools in neighborhoods, and residential uses in business districts, to reduce the vehicle miles traveled and promote bicycling and walking to these uses.</p> <ul style="list-style-type: none"> • Revise zoning ordinance(s) to allow local-serving businesses, such as childcare centers, restaurants, banks, family medical offices, drug stores, and other similar services near employment centers to minimize midday vehicle use. • Develop form-based community design standards to be applied to development projects and land use plans, for areas designated mixed-use. • Implement a Housing Overlay Zone for residential properties at transit centers and along transit corridors. This may include average minimum residential densities of 25 units per acre within one quarter miles of transit centers; average minimum densities of 15 units per acre within one quarter mile of transit corridors; and minimum FAR of 0.5:1 for non-residential uses within a quarter mile of transit centers or corridors. • Identify transit centers appropriate for mixed-use development, and promote transit-oriented, mixed-use development within these targeted areas, by: <ul style="list-style-type: none"> • Providing maximum parking standards and flexible building height limitations. • Providing density bonus programs. • Establishing guidelines for private and public spaces for transit-oriented and mixed-use development. • Discouraging auto-oriented development. • Ensure new development is designed to make public transit a viable choice for residents, including: Locating medium to high density development near activity centers that can be served efficiently by public transit and alternative transportation modes. • Locating medium to high density development near streets served by public transit whenever feasible. • Linking neighborhoods to bus stops by continuous sidewalks or pedestrian paths. • Develop form-based community design standards to be applied to development projects and land use | |

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| <p>plans, for areas designated mixed-use.</p> <ul style="list-style-type: none"> • Create and preserve distinct, identifiable neighborhoods whose characteristics support pedestrian travel, especially within, but not limited to, mixed-use and transit-oriented development areas, by: • Designing or maintaining neighborhoods where the neighborhood amenities can be reached in approximately five minutes of walking. • Encouraging pedestrian-only streets and/or plazas within developments, and destinations that may be reached conveniently by public transportation, walking, or bicycling. • Allowing flexible parking strategies in neighborhood activity centers to foster a pedestrian-oriented streetscape. • Providing continuous sidewalks with shade trees and landscape strips to separate pedestrians from traffic. • Encouraging neighborhood parks and recreational centers near concentrations of residential areas (preferably within one quarter mile) and include pedestrian walkways and bicycle paths that encourage nonmotorized travel. • Ensure pedestrian access to activities and services, especially within, but not limited to, mixed-use and transit-oriented development areas, by: • Ensuring new development that provides pedestrian connections in as many locations as possible to adjacent development, arterial streets, thoroughfares. • Ensuring a balanced mix of housing, workplaces, shopping, recreational opportunities, and institutional uses, including mixed-use structures. • Locating schools in neighborhoods, within safe and easy walking distances of residences served. • Encouraging new development in which primary entrances are pedestrian entrances, with automobile entrances and parking located to the rear. • Supporting development where automobile access to buildings does not impede pedestrian access, by consolidating driveways between buildings or developing alley access. | |

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| Mitigation Measures | Remarks |
| <p>Utilizing street parking as a buffer between sidewalk pedestrian traffic and the automobile portion of the roadway.</p> <ul style="list-style-type: none"> ● Prioritizing the physical development of pedestrian connectors for existing areas that do not meet established connectivity standards. ● Mitigate climate change by decreasing heat gain from pavement and other hard surfaces associated with infrastructure. ● Reduce heat gain from pavement and other similar hardscaping, by: <ul style="list-style-type: none"> ● Including low water landscaping in place of hardscaping around transportation infrastructure and in parking areas. ● Establishing standards that provide for pervious pavement options. ● Removing obstacles to natural, drought tolerant landscaping and low water landscaping. ● Coordinate with appropriate agencies to create an interconnected transportation system that allows a shift in travel from private passenger vehicles to alternative modes, including public transit, ride sharing, car sharing, bicycling and walking, including, but not limited to: ● Providing safe and convenient access for pedestrians and bicyclists to, across, and along major transit priority streets. ● Upgrade and maintain the following transit system infrastructure to enhance public use, including: <ul style="list-style-type: none"> ● Ensuring transit stops and bus lanes are safe, convenient, clean and efficient. ● Ensuring transit stops have clearly marked street-level designation, and are accessible. ● Ensuring transit stops are safe, sheltered, benches are clean, and lighting is adequate. ● Working with transit providers to place transit stations along transit corridors within mixed-use or transit-oriented development areas at intervals appropriate for the mode of transit. | |

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| <ul style="list-style-type: none"> • Facilitate employment opportunities that minimize the need for private vehicle trips, by: • Amending zoning ordinances and the Development Code to include live/work sites and satellite work centers in appropriate locations. • Encouraging telecommuting options with new and existing employers, through project review and incentives, as appropriate. • Establish standards for new development and redevelopment projects to support bicycle use, including: • Amending the Development Code to include standards for pedestrian and bicyclist accommodations, including: Providing access for pedestrians and bicyclist to public transportation through construction of dedicated paths, where feasible. • Requiring new development and redevelopment projects to include bicycle facilities, as appropriate with the new land use, including: • Where feasible, promote the construction of weatherproof bicycle facilities and at a minimum, provide bicycle racks or covered, secure parking near the building entrances. • Establish a network of multi-use trails to facilitate direct off-street bicycle and pedestrian travel, and will provide bike racks along these trails at secure, lighted locations. • Establish policies and programs to reduce onsite parking demand and promote and public transit at large events. • Require new commercial and retail developments to provide prioritized parking for electric vehicles and vehicles using alternative fuels. • Support and promote the use of low and zero-emission vehicles (NEV), by: • Encouraging the necessary infrastructure to facilitate the use of zero emission vehicles and clean alternative fuels, such as electric vehicle charging facilities and conveniently located alternative fueling stations. | |

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| Mitigation Measures | Remarks |
| <p>Encouraging new construction to include vehicle access to properly wired outdoor receptacles to accommodate ZEV and/or plug-in electric hybrids (PHEV).</p> <ul style="list-style-type: none"> • Encouraging transportation fleet standards to achieve the lowest emissions possible, using a mix of alternate fuels, PZEV or better fleet mixes. • Establishing incentives, as appropriate, to taxicab owners to use alternative fuel or gas electric hybrid vehicles. • Establish green building requirements and standards for new development and redevelopment projects, and work to provide incentives for green building practices and remove barriers that impede their use. • Allow increased height limits and/or flexibility in other standards for projects that incorporate energy efficient green building practices where not prohibited by ALUCP/FAA. • Identify and remove regulatory or procedural barriers to implementing green building practices within its jurisdiction, such as updating codes, guidelines, and zoning, and ensure that all plan review and building inspection staff are trained in green building materials, practices, and techniques. • Support the use of green building practices by: • Establishing guidelines for green building practices in residential and commercial development. <p>Providing incentives, which may include reduction in development fees, administrative fees, and/or expedited permit processing for projects that use green building practices.</p> <ul style="list-style-type: none"> • Adopt energy efficiency performance standards for buildings that achieve a greater reduction in energy and water use than otherwise required by current state law, including: • Standards for the installation of "cool roofs". • Standards for improved overall efficiency of lighting systems. • Requirements for the use of Energy Star appliances and fixtures in discretionary new development. | |

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| <ul style="list-style-type: none"> • Requirements for new residential lots and/or structures to be arranged and oriented to maximize effective use of passive solar energy. • Require that affordable housing development incorporate energy efficient design and features to the maximum extent feasible. • Identify possible sites for production of renewable energy (such as solar, wind, small hydro, and biogas). • Identify and remove or otherwise address barriers to renewable energy production, including: <ul style="list-style-type: none"> • Reviewing and revising building and development codes, design guidelines, and zoning ordinances to remove renewable energy • production barriers. • Working with related agencies, such as fire, water, health and others that may have policies or requirements that adversely impact the development or use of renewable energy technologies. • Developing protocols for safe storage of renewable and alternative energy products with the potential to leak, ignite or explode, such as biodiesel, hydrogen, and/or compressed air. • Allow renewable energy projects in areas zoned for open space, where consistent with the Land Use element, and other uses and values. • Promote and encourage renewable energy generation, and co-generation projects where feasible and appropriate. • Require that, where feasible, all new buildings be constructed to allow for easy, cost effective installation of solar energy systems in the future, using such "solar-ready" features as: <ul style="list-style-type: none"> • Optimal roof orientation (between 20 to 55 degrees from the horizontal), with sufficient south-sloped roof surface, where such buildings architecture and construction are designed for sloped roofs. • Clear access without obstructions (chimneys, heating and plumbing vents, etc.) on the south-sloped roof. • Roof framing that will support the addition of solar panels | |

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| <ul style="list-style-type: none"> • Installation of electrical conduit to accept solar electric system wiring. • Installation of plumbing to support a solar hot water system and provision of space for a solar hot water storage tank. • Require that any building constructed in whole or in part with City funds incorporate passive solar design features, such as daylighting and passive solar heating, where feasible. • Prepare and implement a comprehensive plan to improve energy efficiency of municipal facilities, including: <ul style="list-style-type: none"> • Conducting energy audits. • Retrofitting municipal facilities for energy efficiency where feasible and when remodeling or replacing components, including increased insulation, installing green or reflective roofs and low-emissive window glass. • Implementing an energy tracking and management system for its municipal facilities. • Installing energy-efficient exit signs, street signs, and traffic lighting, subject to life/safety considerations. • Installing energy-efficient lighting retrofits and occupancy sensors, and institute a "lights out at night" policy, subject to life/safety considerations. • Retrofitting heating and cooling systems to optimize efficiency (e.g., replace chillers, boilers, fans, pumps, belts, etc.). • Installing Energy Star® appliances and energy-efficient vending machines. • Improving water use efficiency, including a schedule to replace or retrofit system components with high-efficiency units (i.e., ultra-low-flow toilets, fixtures, etc.). • Installing irrigation control systems maximizing water use efficiency and minimizing off-peak use. • Adopting an accelerated replacement schedule for energy inefficient systems and components. • Require that any newly constructed, purchased, or leased municipal space meet minimum standards, | |

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| <p>such as:</p> <ul style="list-style-type: none"> • The Energy Star® New Homes Program established by U.S. EPA. • The incorporation of passive solar design features in new buildings, including daylighting and passive solar heating. • Reduce per capita water consumption consistent with state law by 2020. • Establish a water conservation plan that may include such policies and actions as: <ul style="list-style-type: none"> • Maintaining and refining the City's tiered rate structure for water use. • Establishing restrictions on time of use for landscape watering, or other demand management strategies. • Establishing performance standards for irrigation equipment and water fixtures, consistent with State Law. • The City will establish programs and policies to increase the use of recycled water, including: <ul style="list-style-type: none"> • Promoting the use of recycled water for agricultural, industrial, and irrigation purposes, including grey water systems for residential irrigation. • Ensure that building standards and permit approval processes promote and support water conservation, by: <ul style="list-style-type: none"> • Establishing building design guidelines and criteria to promote water efficient building design, including minimizing the amount of non-roof impervious surfaces around the building(s). • Establishing menus and check-lists for developers and contractors to ensure water-efficient infrastructure and technology are used in new construction, including low-flow toilets and shower heads, moisture-sensing irrigation, and other such advances. • Install water-efficient landscapes and irrigation, including: <ul style="list-style-type: none"> • Requiring planting drought-tolerant and native species, and covering exposed dirt with moisture-retaining mulch or other materials such as | |

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| <p>decomposed granite.</p> <ul style="list-style-type: none"> • Requiring the installation of water-efficient irrigation systems and devices, including advanced technology such as moisture-sensing irrigation controls. • Promote the planting of shade trees and establish shade tree guidelines and specifications, including: • Establishing guidelines for tree planting based on the land use (residential, commercial, parking lots, etc.). • Establishing guidelines for tree types based on species size, branching patterns, whether deciduous or evergreen, whether roots are invasive, etc. • Establishing tree guidelines for placement, including distance from structures, density of planting, and orientation relative to structures and the sun. • Develop an Urban Forestry Program to consolidate policies and ordinances regarding tree planting, maintenance, and removal, including: • Establishing guidelines for tree planting, including criteria for selecting deciduous or evergreen trees low-VOC-producing trees, and emphasizing the use of drought-tolerant native trees and vegetation. | |
| <p>6-4 Measures listed in Mitigation Measure 6-2 and 6-3 shall be considered by the City while reviewing all new development, as appropriate, between the time of adoption of The Ontario Plan and adoption of the Climate Action Plan (CAP).</p> | <p>Not Applicable. This is a City staff directive to consider Mitigation Measure 6-2 and 6-3 while reviewing all new development, as appropriate, between the time of adoption of The Ontario Plan and adoption of the Climate Action Plan. This is not a mitigation measure for the Modified Project. It is noted that the Modified Project would not result in GHG impacts not previously addressed as part of the Certified EIR analysis. The Modified Project would implement applicable provisions of the Climate Action Plan.</p> |
| <p>6-5 Pursuant to a goal of overall consistency with the Sustainable Communities Strategies, the City of Ontario shall evaluate new development for consistency with the development pattern set forth in the Sustainable Communities Strategies plan, upon adoption of the plan by the Southern California Association of Governments</p> | <p>Not Applicable. This is a City staff directive to evaluate new development for consistency with the development pattern set forth in the Sustainable Communities Strategies (SCS) plan. This is not a mitigation measure for the Modified Project. The Modified Project would not conflict with the SCS plan as implemented by the City.</p> |
| <p>6-6 The City of Ontario shall participate in the County of San Bernardino's Green Valley Initiative.</p> | <p>Not Applicable. This is a City staff directive to participate in the County of</p> |

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| Mitigation Measures | Remarks |
| | San Bernardino's Green Valley Initiative. This is not a mitigation measure for the Modified Project. The Modified Project would not interfere with or conflict with City participation in the County of San Bernardino's Green Valley Initiative. |
| Hazards and Hazardous Materials | |
| N/A | No mitigation was included within the Certified EIR; No mitigation is required of the Modified Project. |
| Hydrology and Water Quality | |
| N/A | No mitigation was included within the Certified EIR; No mitigation is required of the Modified Project |
| Land Use and Planning | |
| N/A | No mitigation was included within the Certified EIR; No mitigation is required of the Modified Project. |
| Noise | |
| 12-1 Prior to the issuance of building permits for any project that involves a noise-sensitive use within the 65 dBA CNEL contour along major roadways, freeways, railroads, or the Los Angeles/Ontario International Airport, the project property owner/developers shall retain an acoustical engineer to conduct an acoustic analysis and identify, where appropriate, site design features (e.g., setbacks, berms, or sound walls) and/or required building acoustical improvements (e.g., sound transmission class rated windows, doors, and attic baffling), to ensure compliance with the City's Noise Compatibility Criteria and the California State Building Code and California Noise Insulation Standards (Title 24 and 21 of the California Code of Regulations). | Not Applicable. This is a City staff directive requiring certain project applicants to retain an acoustical engineer to conduct acoustic analyses. This is not a mitigation measure for the Modified Project. It is noted that the Modified Project would not result in noise impacts not previously considered and addressed in the Certified EIR. |
| 12-2 Individual projects that involve vibration-intensive construction activities, such as pile drivers, jack hammers, and vibratory rollers, occurring near sensitive receptors shall be evaluated for potential vibration impacts. If construction-related vibration is determined to be perceptible at vibration-sensitive uses (i.e., exceed the Federal Transit Administration vibration-annoyance criteria of 78 VdB during the daytime), additional requirements, such as use of less vibration intensive equipment or construction techniques, shall be implemented during construction (e.g., drilled piles to eliminate use of vibration-intensive pile driver). | Not Applicable. This is a City staff directive to requiring certain project applicants to evaluate vibration impacts at potentially affected vibration-sensitive use. This is not a mitigation measure for the Modified Project. It is noted that the Modified Project would not result in vibration impacts not previously considered and addressed in the Certified EIR. |
| 12-3 Prior to the issuance of building permits for any project that involves a vibration-sensitive use directly adjacent to the Union Pacific Railroad or Southern California Regional Rail Authority main lines shall retain an acoustical engineer to evaluate potential for trains to create perceptible levels of vibration indoors. If vibration-related impacts are found, mitigation measures, such as use of concrete, iron, or steel, or masonry materials to ensure that | Not Applicable. This is a City staff directive requiring certain project applicants to evaluate railroad-source vibration impacts at potentially affected vibration-sensitive uses. This is not a mitigation measure for the Modified Project. It is noted that the Modified Project would not result in vibration |

| Mitigation Summary Matrix | |
|--|--|
| Mitigation Measures | Remarks |
| levels of vibration amplification are within acceptable limits to building occupants, shall be implemented. Pursuant to the Federal Transit Administration vibration annoyance criteria, these acceptable limits are 78 VdB during the daytime and 72 VdB during the nighttime for residential uses, 84 VdB for office uses, and 90 VdB for workshops. | impacts not previously considered and addressed in the Certified EIR. |
| 12-4 Construction activities associated with new development that occurs near sensitive receptors shall be evaluated for potential noise impacts. Mitigation measures such as installation of temporary sound barriers for adjacent construction activities that occur adjacent to occupied noise-sensitive structures, equipping construction equipment with mufflers, and reducing nonessential idling of construction equipment to no more than five minutes shall be incorporated into the construction operations to reduce construction-related noise to the extent feasible. | Not Applicable. This is a City staff directive requiring certain project applicants to evaluate construction-source noise impacts at potentially affected sensitive uses. This is not a mitigation measure for the Modified Project. It is noted that the Modified Project would not result in construction-source noise impacts not previously considered and addressed in the Certified EIR. |
| Population and Housing | |
| N/A | No mitigation was included within the Certified EIR; No mitigation is required of the Modified Project |
| Public Services | |
| N/A | No mitigation was included within the Certified EIR; No mitigation is required of the Modified Project |
| Recreation | |
| N/A | No mitigation was included within the Certified EIR; No mitigation is required of the Modified Project. |
| Transportation | |
| 16-1The Mobility Element of the Ontario Plan shall be consistent with the traffic study prepared by Kimley-Horn and Associates. Table 5.16-6 shows the recommended lane geometry for the Proposed Land Use Plan. | Not Applicable. This is a City staff directive to assure that the Mobility Element of the Ontario Plan is consistent with the recommendations of the associated traffic study. This is not a mitigation measure for the Modified Project. It is noted that the Modified Project would not result in transportation impacts not previously considered and addressed in the Certified EIR. |
| Tribal Cultural Resources | |
| Please refer to Mitigation Measures 5-3 and 5-4, presented under Cultural Resources. | See earlier remarks. |
| Utilities and Service Systems | |
| 17-1 The City shall include a policy in the Policy Plan that requires water conservation measures for development projects to improve water use efficiency and reduce overall water demand. Reduce potable water demand, through conservation measures, including but not limited to: a) Work cooperatively with all developers to | Not Applicable. This is a City staff directive to assure that a water use efficiency policy is included in the Policy Plan. This is not a mitigation measure for the Modified Project. It is noted that the Modified Project would not result in utilities or service systems impacts not previously considered and addressed in |

| Mitigation Summary Matrix | |
|--|---|
| Mitigation Measures | Remarks |
| <p>incorporate conservation measures into project designs (such as those recommended by the California Urban Water Conservation Council). Continue to develop and implement drought contingency plans to assist citizens and businesses reduce water use during water shortages and emergencies.</p> <p>c) Revise the City Code to include a Water-Efficient Landscape Ordinance to encourage or, as appropriate, require the use of water-efficient landscaping consistent with AB-325.</p> | <p>the Certified EIR</p> |
| <p>17-2 The City shall include a policy in the Policy Plan that maximizes the use of recycled water as an irrigation (nonpotable) source for landscaping, parks, and other irrigation opportunities in all areas of the City and requires use of recycled water in dual-system office and industrial uses in selected urban areas of the City, where available and feasible.</p> | <p>Not Applicable. This is a City staff directive to assure that a water use efficiency policy is included in the Policy Plan maximizing the use of recycled water. This is not a mitigation measure for the Modified Project. It is noted that the Modified Project would not result in utilities or service systems impacts not previously considered and addressed in the Certified EIR.</p> |
| <p>17-3 The City shall include a policy in the Policy Plan that the City participate through the Chino Basin Water Master and the Inland Empire Utilities Agency in regional efforts to develop finding additional sources of water for groundwater recharge, such as capture of stormwater runoff, recycled water, or other sources to ensure that the Chino Basin stays in long-term hydraulic balance and sustainability and that adequate additional local water sources would be available to increase the flexibility of the City's water supply.</p> | <p>Not Applicable. This is a City staff directive to assure that policy is included in the Policy Plan that requires the City to participate with regional water agency in the pursuit of additional water sources. This is not a mitigation measure for the Modified Project. It is noted that the Modified Project would not result in utilities or service systems impacts not previously considered and addressed in the Certified EIR.</p> |
| <p>Wildfire</p> | |
| <p>N/A</p> | <p>No mitigation was included within the Certified EIR; No mitigation is required of the Modified Project.</p> |

RESOLUTION NO.

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ONTARIO, CALIFORNIA, APPROVING FILE NO. PMTT20-002, A TENTATIVE TRACT MAP (TT 20335) TO SUBDIVIDE 7.32 ACRES OF LAND INTO A ONE LOT FOR CONDOMINIUM PURPOSES LOCATED AT 2862 SOUTH CAMPUS AVENUE, WITHIN THE MDR-18 (MEDIUM DENSITY RESIDENTIAL - 11.1 TO 18 DU/AC) ZONING DISTRICT, AND MAKING FINDINGS IN SUPPORT THEREOF—APNS: 1051-531-05 & 1051-531-06.

WHEREAS, MLC Holdings, Inc. (hereinafter referred to as "Applicant") has filed an Application for the approval of a Tentative Tract Map, File No. PMTT20-002, as described in the title of this Resolution (hereinafter referred to as "Application" or "Project"); and

WHEREAS, the Application applies to 7.32 acres of land generally located south of St. Andrews Street and north of Riverside Street, at 2862 South Campus Avenue within the MDR-18 (Medium Density Residential – 11.1 to 18 du/ac) zoning district, and is unimproved; and

WHEREAS, the properties located east, north and west of the Project site are within the LDR-5 (Low Density Residential– 2.1 to 5 du/acre) zoning district and are developed with single-family residential. The property to the south is within the MDR-18 (Medium Density Residential – 11.1 to 18 du/ac) zoning district, and is developed with multiple-family residential; and

WHEREAS, the proposed Tentative Tract Map will subdivide 7.32 acres of land into a one lot for condominium purposes; and

WHEREAS, the proposed Tentative Tract Map will facilitate the construction of internal private streets ("A", "B", "C" and "D" Streets), private alleys, and a common recreational area that will serve the residential land uses; and

WHEREAS, the City of Ontario conducted an in-person community meeting and streamed live via Zoom on October 21, 2020 to discuss the Project. Fifteen community members and 3 applicant representatives attended the meeting and an additional 15 community members viewed the meeting online. The Planning Department received one petition with 81 signatures and 15 phone calls and/or emails from community members stating opposition and one letter in support of the Project; and

WHEREAS, The Ontario Plan Environmental Impact Report (State Clearinghouse No. 2008101140) was certified on January 27, 2010 (hereinafter referred to as "Certified EIR"), in which development and use of the Project site was discussed; and

WHEREAS, the Planning Director of the City of Ontario prepared and approved for attachment to the certified Environmental Impact Report, an Addendum to the Certified EIR (hereinafter referred to as "EIR Addendum") in accordance with the requirements of the California Environmental Quality Act of 1970, together with State and local guidelines implementing said Act, all as amended to date (collectively referred to as "CEQA"); and

WHEREAS, the environmental impacts of this project were thoroughly analyzed in the EIR Addendum, which concluded that implementation of the Project could result in a number of significant effects on the environment that were previously analyzed in the Certified EIR, and that the Certified EIR identified mitigation measures that would reduce each of those significant effects to a less-than-significant level; and

WHEREAS, the City's "Local Guidelines for the Implementation of the California Environmental Quality Act (CEQA)" provide for the use of a single environmental assessment in situations where the impacts of subsequent projects are adequately analyzed; and

WHEREAS, the Application is a project pursuant to the California Environmental Quality Act — Public Resources Code Section 21000 et seq. — ("CEQA") and an EIR Addendum has been prepared to determine possible environmental impacts; and

WHEREAS, Ontario Development Code Table 2.02-1 (Review Matrix) grants the Planning Commission the responsibility and authority to review and act on the subject Application; and

WHEREAS, the Project has been reviewed for consistency with the Housing Element of the Policy Plan component of The Ontario Plan, as State Housing Element law (as prescribed in Government Code Sections 65580 through 65589.8) requires that development projects must be consistent with the Housing Element, if upon consideration of all its aspects, it is found to further the purposes, principals, goals, and policies of the Housing Element; and

WHEREAS, the Project is located within the Airport Influence Area of Ontario International Airport, which encompasses lands within parts of San Bernardino, Riverside, and Los Angeles Counties, and is subject to, and must be consistent with, the policies and criteria set forth in the Ontario International Airport Land Use Compatibility Plan ("ALUCP"), which applies only to jurisdictions within San Bernardino County, and addresses the noise, safety, airspace protection, and overflight impacts of current and future airport activity; and

WHEREAS, City of Ontario Development Code Division 2.03 (Public Hearings) prescribes the manner in which public notification shall be provided and hearing

procedures to be followed, and all such notifications and procedures have been completed; and

WHEREAS, on November 16, 2020, the Development Advisory Board of the City of Ontario conducted a hearing to consider the Addendum and the Project, and concluded said hearing on that date, voting to issue Decision Nos. DAB20-066 and DAB20-067, respectively, recommending that the Planning Commission approve the Application; and

WHEREAS, as the first action on the Project, on November 24, 2020, the Planning Commission issued a Resolution adopting the EIR Addendum, finding that the proposed Project introduces no new significant environmental impacts and applying all previously adopted mitigation measures to the Project, which were incorporated by reference; and

WHEREAS, on November 24, 2020, the Planning Commission of the City of Ontario conducted a hearing to consider the Project, and concluded said hearing on that date; and

WHEREAS, all legal prerequisites to the adoption of this Resolution have occurred.

NOW, THEREFORE, IT IS HEREBY FOUND, DETERMINED, AND RESOLVED by the Planning Commission of the City of Ontario, as follows:

SECTION 1: Housing Element Compliance. Pursuant to the requirements of California Government Code Chapter 3, Article 10.6, commencing with Section 65580, as the decision-making body for the Project, the Planning Commission finds that based upon the facts and information contained in the Application and supporting documentation, at the time of Project implementation, the Project is consistent with the Housing Element of the Policy Plan (General Plan) component of The Ontario Plan, as the project site is not one of the properties in the Available Land Inventory contained in Table A-3 (Available Land by Planning Area) of the Housing Element Technical Report Appendix.

SECTION 2: Ontario International Airport Land Use Compatibility Plan (“ALUCP”) Compliance. The California State Aeronautics Act (Public Utilities Code Section 21670 et seq.) requires that an Airport Land Use Compatibility Plan be prepared for all public use airports in the State; and requires that local land use plans and individual development proposals must be consistent with the policies set forth in the adopted Airport Land Use Compatibility Plan. On April 19, 2011, the City Council of the City of Ontario approved and adopted the ALUCP, establishing the Airport Influence Area for Ontario International Airport (hereinafter referred to as “ONT”), which encompasses lands within parts of San Bernardino, Riverside, and Los Angeles Counties, and limits future land uses and development within the Airport Influence Area, as they relate to noise, safety, airspace protection, and overflight impacts of current and future airport activity. As the decision-making authority for the Project, the Planning Commission has reviewed and

considered the facts and information contained in the Application and supporting documentation against the ALUCP compatibility factors, including [1] Safety Criteria (ALUCP Table 2-2) and Safety Zones (ALUCP Map 2-2), [2] Noise Criteria (ALUCP Table 2-3) and Noise Impact Zones (ALUCP Map 2-3), [3] Airspace protection Zones (ALUCP Map 2-4), and [4] Overflight Notification Zones (ALUCP Map 2-5). As a result, the PLANNING COMMISSION, therefore, finds and determines that the Project, when implemented in conjunction with the conditions of approval, will be consistent with the policies and criteria set forth within the ALUCP.

SECTION 3: Concluding Facts and Reasons. Based upon the substantial evidence presented to the Planning Commission during the above-referenced hearing, and upon the specific findings set forth in Sections 1 and 2, above, the Planning Commission hereby concludes as follows:

(1) ***The proposed Tentative Tract/Parcel Map is consistent with the goals, policies, plans, and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan, and applicable area and specific plans, and planned unit developments.*** The proposed Tentative Tract/Parcel Map is located within the Medium Density Residential land use district of the Policy Plan Land Use Map, and the MDR-18 (Medium Density Residential - 11.1 to 18 du/ac) zoning district. The proposed subdivision is consistent with the goals, policies, plans, and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan, as the project will contribute to providing “a spectrum of housing types and price ranges that match the jobs in the City, and that make it possible for people to live and work in Ontario and maintain a quality of life” (Goal LU1). Furthermore, the project will promote the City’s policy to “incorporate a variety of land uses and building types that contribute to a complete community where residents at all stages of life, employers, workers, and visitors, have a wide spectrum of choices of where they can live, work, shop, and recreate within Ontario” (Policy LU1-6 *Complete Community*).

(2) ***The design or improvement of the proposed Tentative Tract/Parcel Map is consistent with the goals, policies, plans and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan, and applicable specific plans and planned unit developments.*** The proposed Tentative Tract/Parcel Map is located within the Medium Density Residential land use district of the Policy Plan Land Use Map, and the MDR-18 (Medium Density Residential - 11.1 to 18 du/ac) zoning district. The proposed design or improvement of the subdivision is consistent with the goals, policies, plans, and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan, as the project will contribute to providing “[a] high level of design quality resulting in public spaces, streetscapes, and developments that are attractive, safe, functional and distinct” (Goal CD2). Furthermore, the project will promote the City’s policy to “create distinct residential

neighborhoods that are functional, have a sense of community, emphasize livability and social interaction, and are uniquely identifiable places through such elements as:

- A pattern of smaller, walkable blocks that promote access, activity and safety;
- Variable setbacks and parcel sizes to accommodate a diversity of housing types;
- Traffic calming measures to slow traffic and promote walkability while maintaining acceptable fire protection and traffic flows;
- Floor plans that encourage views onto the street and de-emphasize the visual and physical dominance of garages (introducing the front porch as the “outdoor living room”), as appropriate; and
- Landscaped parkways, with sidewalks separated from the curb.” (Policy CD2-2 *Neighborhood Design*).

(3) ***The site is physically suitable for the type of development proposed.*** The project site meets the minimum lot area and dimensions of the MDR-18 (Medium Density Residential - 11.1 to 18 du/ac) zoning district, and is physically suitable for the type of residential development proposed in terms of zoning, land use and development activity proposed, and existing and proposed site conditions.

(4) ***The site is physically suitable for the density/intensity of development proposed.*** The project site is proposed for residential development at a density of 12.5 du/ac. The project site meets the minimum lot area and dimensions of the MDR 18 (Medium Density Residential - 11.1 to 18 du/ac) zoning district and is physically suitable for this proposed density / intensity of development.

(5) ***The design of the subdivision or the proposed improvements thereon, are not likely to cause substantial environmental damage, or substantially and avoidably injure fish or wildlife, or their habitat.*** The project site is not located in an area that has been identified as containing species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service, nor does the site contain any riparian habitat or other sensitive natural community, and no wetland habitat is present on site; therefore, the design of the subdivision, or improvements proposed thereon, are not likely to cause substantial environmental damage, or substantially and avoidably injure fish or wildlife, or their habitat.

(6) ***The design of the subdivision, or the type of improvements thereon, are not likely to cause serious public health problems.*** The design of the proposed subdivision, and the street improvements existing or proposed on the project site, are not likely to cause serious public health problems, as The project is not anticipated to involve the transport, use, or disposal of hazardous materials during either construction or project

implementation, include the use of hazardous materials or volatile fuels, nor are there any known stationary commercial or industrial land uses within close proximity to the subject site that use/store hazardous materials to the extent that they would pose a significant hazard to visitors or occupants to the project site.

(7) ***The design of the subdivision, or the type of improvements thereon, will not conflict with easements acquired by the public at large for access through, or use of property within, the proposed subdivision.*** The proposed subdivision has provided for all necessary public easements and dedications for access through, or use of property within, the proposed subdivision. Furthermore, all such public easements and dedications have been designed pursuant to: (a) the requirements of the Policy Plan component of The Ontario Plan and applicable area plans; (b) applicable specific plans or planned unit developments; (c) applicable provisions of the City of Ontario Development Code; (d) applicable master plans and design guidelines of the City; and (e) applicable Standard Drawings of the City.

SECTION 4: Planning Commission Action. Based upon the findings and conclusions set forth in Sections 1 through 3, above, the Planning Commission hereby APPROVES the herein described Application, subject to each and every condition set forth in the Department reports attached hereto as "Attachment A," and incorporated herein by this reference.

SECTION 5: Indemnification. The Applicant shall agree to defend, indemnify and hold harmless, the City of Ontario or its agents, officers, and employees from any claim, action or proceeding against the City of Ontario or its agents, officers or employees to attack, set aside, void, or annul this approval. The City of Ontario shall promptly notify the applicant of any such claim, action, or proceeding, and the City of Ontario shall cooperate fully in the defense.

SECTION 6: Custodian of Records. The documents and materials that constitute the record of proceedings on which these findings have been based are located at the City of Ontario City Hall, 303 East "B" Street, Ontario, California 91764. The custodian for these records is the City Clerk of the City of Ontario.

SECTION 7: Certification to Adoption. The Secretary shall certify to the adoption of the Resolution.

The Secretary Pro Tempore for the Planning Commission of the City of Ontario shall certify as to the adoption of this Resolution.

I hereby certify that the foregoing Resolution was duly and regularly introduced, passed and adopted by the Planning Commission of the City of Ontario at a regular meeting thereof held on the 24th day of November 2020, and the foregoing is a full, true and correct copy of said Resolution, and has not been amended or repealed.

Jim Willoughby
Planning Commission Chairman

ATTEST:

Rudy Zeledon
Planning Director and
Secretary to the Planning Commission

STATE OF CALIFORNIA)
COUNTY OF SAN BERNARDINO)
CITY OF ONTARIO)

I, Gwen Berendsen, Secretary Pro Tempore of the Planning Commission of the City of Ontario, DO HEREBY CERTIFY that foregoing Resolution No. _____ was duly passed and adopted by the Planning Commission of the City of Ontario at their regular meeting held on November 24, 2020, by the following roll call vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

Gwen Berendsen
Secretary Pro Tempore

ATTACHMENT A:

**File No. PMTT20-002
Departmental Conditions of Approval**

(Departmental conditions of approval follow this page)



City of Ontario
Planning Department
303 East B Street
Ontario, California 91764
Phone: 909.395.2036
Fax: 909.395.2420

Planning Department Land Development Division Conditions of Approval

Meeting Date: November 24, 2020

File No: PMTT20-002

Related Files: PDEV20-003

Project Description: A Tentative Tract Map (TT 20335) to subdivide 7.32 acres of land into one lettered lot for condominium purposes located at 2862 South Campus Avenue, within the MDR-18 (Medium Density Residential - 11.1 to 18 du/ac) zoning district (APNs: 1051-531-05 & 1051-531-06); **submitted by MLC Holding, Inc.**

Prepared By: Diane Ayala, Senior Planner
Phone: 909.395.2428 (direct)
Email: dayala@ontarioca.gov

The Planning Department, Land Development Section, conditions of approval applicable to the above-described Project, are listed below. The Project shall comply with each condition of approval listed below:

1.0 Standard Conditions of Approval. The project shall comply with the *Standard Conditions for New Development*, adopted by City Council Resolution No. 2017-027 on April 18, 2017. A copy of the *Standard Conditions for New Development* may be obtained from the Planning Department or City Clerk/Records Management Department.

2.0 Special Conditions of Approval. In addition to the *Standard Conditions for New Development* identified in condition no. 1.0, above, the project shall comply with the following special conditions of approval:

2.1 Time Limits.

(a) Tentative Parcel/Tract Map approval shall become null and void 2 years following the effective date of application approval, unless the final parcel/tract map has been recorded, or a time extension has been approved by the Planning Commission pursuant to Development Code Section 2.02.025 (Time Limits and Extensions). This Permit does not supersede any individual time limits specified herein for performance of specific conditions or improvements.

2.2 Subdivision Map.

(a) The Final Tract Map shall be in conformance with the approved Tentative Tract Map on file with the City. Variations from the approved Tentative Tract Map may be reviewed and approved by the Planning Department. A substantial variation from the approved Tentative Tract Map may require review and approval by the Planning Commission, as determined by the Planning Director.

(b) Tentative Tract Map approval shall be subject to all conditions, requirements and recommendations from all other departments/agencies provided on the attached reports/memorandums.

(c) The subject Tentative Tract Map for condominium purposes shall require the recordation of a condominium plan concurrent with the recordation of the Final Tract Map and CC&Rs.

(d) Pursuant to California Government Section 66474.9, the subdivider agrees that it will defend, indemnify, and hold harmless the City of Ontario or its agents, officers and employees from any claim, action or proceeding against the City of Ontario or its agents, officers or employees to attack, set aside, void or annul any approval of the City of Ontario, whether by its City Council, Planning Commission or other authorized board or officer of this subdivision, which action is brought within the time period provided for in Government Code Section 66499.37. The City of Ontario shall promptly notify the subdivider of any such claim, action or proceeding and the City of Ontario shall cooperate fully in the defense.

2.3 General Requirements. The Project shall comply with the following general requirements:

(a) All construction documentation shall be coordinated for consistency, including, but not limited to, architectural, structural, mechanical, electrical, plumbing, landscape and irrigation, grading, utility and street improvement plans. All such plans shall be consistent with the approved entitlement plans on file with the Planning Department.

(b) The project site shall be developed in conformance with the approved plans on file with the City. Any variation from the approved plans must be reviewed and approved by the Planning Department prior to building permit issuance.

(c) The herein-listed conditions of approval from all City departments shall be included in the construction plan set for project, which shall be maintained on site during project construction.

2.4 Landscaping.

(a) The Project shall provide and continuously maintain landscaping and irrigation systems in compliance with the provisions of Ontario Development Code Division 6.05 (Landscaping).

(b) Comply with the conditions of approval of the Planning Department; Landscape Planning Division.

(c) Landscaping shall not be installed until the Landscape and Irrigation Construction Documentation Plans required by Ontario Development Code Division 6.05 (Landscaping) have been approved by the Landscape Planning Division.

(d) Changes to approved Landscape and Irrigation Construction Documentation Plans, which affect the character or quantity of the plant material or irrigation system design, shall be resubmitted for approval of the revision by the Landscape Planning Division, prior to the commencement of the changes.

2.5 Walls and Fences.

(a) All Project walls and fences shall comply with the requirements of Ontario Development Code Division 6.02 (Walls, Fences and Obstructions).

(b) A 6-FT high decorative masonry block wall, with a decorative cap, shall be constructed along all street sides and interior side yard property lines that are visible to common areas, and wing walls between dwellings, with appropriate gates for rear yard access. All walls and fences that are visible from public view including private drives and alleys shall be decorative masonry.

(c) The wall along the project frontage on Campus Avenue shall be constructed with tubular steel and decorative masonry block pilasters with cap. Pilasters shall be spaced evenly no more than 50-FT a part.

2.6 Covenants, Conditions and Restrictions (CC&Rs)/Mutual Access and Maintenance Agreements.

(a) CC&Rs shall be prepared for the Project and shall be recorded prior to the issuance of a building permit.

(b) The CC&Rs shall be in a form and contain provisions satisfactory to the City. The articles of incorporation for the property owners association and the CC&Rs shall be reviewed and approved by the City.

(c) CC&Rs shall ensure reciprocal parking and access between parcels, and common maintenance of:

- (i) Landscaping and irrigation systems within common areas;
- (ii) Landscaping and irrigation systems within parkways adjacent to the project site, including that portion of any public highway right-of-way between the property line or right-of-way boundary line and the curb line and also the area enclosed within the curb lines of a median divider (Ontario Municipal Code Section 7-3.03), pursuant to Ontario Municipal Code Section 5-22-02;
- (iii) Shared parking facilities and access drives; and
- (iv) Utility and drainage easements.

(d) CC&Rs shall include authorization for the City's local law enforcement officers to enforce City and State traffic and penal codes within the project area.

(e) The CC&Rs shall grant the City of Ontario the right of enforcement of the CC&R provisions.

(f) A specific methodology/procedure shall be established within the CC&Rs for enforcement of its provisions by the City of Ontario, if adequate maintenance of the development does not occur, such as, but not limited to, provisions that would grant the City the right of access to correct maintenance issues and assess the property owners association for all costs incurred.

2.7 Environmental Review.

(a) The environmental impacts of this project were reviewed in conjunction with an **Addendum to The Ontario Plan Environmental Impact Report**, certified by the Ontario City Council on January 27, 2010, in conjunction with File No. PGPA06-001 (City Council Resolution No. 2010-006). This application introduces no new significant environmental impacts. The City's "Guidelines for the Implementation of the California Environmental Quality Act (CEQA)" provide for the use of a single environmental assessment in situations where the impacts of subsequent projects are adequately analyzed. This Application introduces no new significant environmental impacts. All previously adopted mitigation measures are a condition of project approval, and are incorporated herein by this reference. All previously adopted mitigation measures shall be a condition of project approval, as they are applicable, and are incorporated herein by this reference.

(b) If human remains are found during project grading/excavation/construction activities, the area shall not be disturbed until any required investigation is completed by the County Coroner and Native American consultation has been completed (if deemed applicable).

(c) If any archeological or paleontological resources are found during project grading/excavation/construction, the area shall not be disturbed until the significance of the resource is determined. If determined to be significant, the resource shall be recovered by a qualified archeologist or paleontologist consistent with current standards and guidelines, or other appropriate measures implemented.

2.8 Indemnification. The applicant shall agree to defend, indemnify and hold harmless, the City of Ontario or its agents, officers, and employees from any claim, action or proceeding against the City of Ontario or its agents, officers or employees to attack, set aside, void or annul any approval of the City of Ontario, whether by its City Council, Planning Commission or other authorized board or officer. The City of Ontario shall promptly notify the applicant of any such claim, action or proceeding, and the City of Ontario shall cooperate fully in the defense.

2.9 Additional Fees.

(a) Within 5 days following final application approval, the Notice of Determination (NOD) filing fee shall be provided to the Planning Department. The fee shall be paid by check, made payable to the "Clerk of the Board of Supervisors", which shall be forwarded to the San Bernardino County Clerk of the Board of Supervisors, along with all applicable environmental forms/notices, pursuant to the requirements of the California Environmental Quality Act (CEQA). Failure to provide said fee within the time specified may result in a 180-day extension to the statute of limitations for the filing of a CEQA lawsuit.

(b) After the Project's entitlement approval, and prior to issuance of final building permits, the Planning Department's Plan Check and Inspection fees shall be paid at the rate established by resolution of the City Council.

2.10 Tribal Resources.

(a) The project developer shall retain a Native American Monitor approved Gabrieleno Band of Mission Indians-Kizh Nation prior to issuance of a grading permit or ground disturbing activity to be present during ground disturbing activity which may include, but are not limited to, pavement removal, potholing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the project area.

(b) Upon discovery of any Tribal Cultural Resources, construction activities shall cease in the immediate vicinity of the find (not less than the surrounding 50 feet) until the find can be assessed. Upon discovery of human remains, the tribal and/or archaeological monitor/consultant/consultant will immediately divert work at minimum of 100 feet and place an exclusion zone around the discovery location. The monitor/consultant(s) will then notify the Tribe, the qualified lead archaeologist, and the construction manager who will call the coroner. If the Gabrieleno Band of Mission Indians – Kizh Nation is designated Most Likely Descendant (MLD), the Koo-nas-gna Burial Policy shall be implemented. If the discovery of human remains includes four or more burials, the location is considered a cemetery and a separate treatment plan shall be created.

2.11 Additional Requirements.

(a) The two drive approaches (Campus Avenue) serving the Project shall be delineated with enhanced paving treatment, such as interlocking pavers, textured and color pigmented concrete, or stamped concrete. Such treatment shall extend from the back of the drive approach to the first intersecting drive aisle or parking space. On the north driveway, extend to edge of first parking space. On the south driveway, extend to where the curbs parallel.

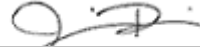
(b) All motor courts (alleys) shall incorporate enhanced paving treatments consisting of interlocking pavers, and textured and/or color pigmented concrete, to the satisfaction of the Planning Director.

(c) Prior to building permit issuance, the applicant shall submit plans for HOA parking and solid waste pick-up enforcement for Planning Department review and approval, which shall be included as provisions of the CC&Rs required pursuant to condition no. 2.6, above.

CITY OF ONTARIO
LANDSCAPE PLANNING DIVISION
 303 East "B" Street, Ontario, CA 91764

CONDITIONS OF APPROVAL

Sign Off



Jamie Richardson, Sr. Landscape Planner

09/18/20

Date

Reviewer's Name:
Jamie Richardson, Sr. Landscape Planner

Phone:
(909) 395-2615

D.A.B. File No.:
 PMTT20-002

Related Files:
 PDEV20-003

Case Planner:
 Diane Ayala

Project Name and Location:

MLC Holdings – 92 Single Family Dwellings
 2862 South Campus

Applicant/Representative:

Qtative / Derek Barbour
 100 Spectrum Drive, Suite 1400
 Irvine, CA 92618



A Tentative Tract Map (dated 09/02/20) has been approved with the consideration that the following conditions below be met upon submittal of the landscape construction documents.



A Tentative Tract Map (dated) has not been approved. Corrections noted below are required prior to DAB approval.

CORRECTIONS REQUIRED

1. A total of 213" of Heritage trunk replacement is required to be mitigated. Replacement and mitigation for removed trees shall be equal to trunk diameter of heritage trees removed per the Development Code Tree Preservation Policy and Protection Measures, section 6.05.020. Show on demo plans and landscape construction plans trees to be preserved, removed or mitigation measures for trees removed, such as:
 - a. New 15 gallon trees min 1" diameter trunk, in addition to trees required (a total of 213-15 gallon trees).
 - b. New 24" box trees min 1.5" diameter trunk, in addition to trees required (a total of 142-24" box trees).
 - c. Upsizing trees on the plan one size larger such as 15 gallon to 24" box, or 24" to 36" box size.
 - d. Monetary value of the trees removed as identified in the "Guide for Plant Appraisal", approved certified arborist plant appraiser, or may be equal to the value of the installation cost of planting, fertilizing, staking and irrigating 15 gallon trees, (100\$ each) to the City of Ontario Historic Preservation Fund for city tree planting or city approved combination of the above items. Monetary value to be determined during plan check; not to exceed \$36,668.
2. Add notes for any tree removal to occur outside of typical nesting season (February 1 through August 31) or per the specific plan EIR mitigation Measures.

AIRPORT LAND USE COMPATIBILITY PLANNING

CONSISTENCY DETERMINATION REPORT



Project File No.: PDEV20-003 & PMTT20-002
 Address: 2868 South Campus Avenue
 APN: 1051-531-05
 Existing Land Use: Single Family/Agricultural Dairy Farm
 Proposed Land Use: Subdivide 9.62 ac into 92 lots 93 and construct 92 single-family homes
 Site Acreage: 9.62 acres Proposed Structure Height: 27 ft
 ONT-IAC Project Review: n/a
 Airport Influence Area: ONT

Reviewed By: Lorena Mejia
 Contact Info: 909-395-2276
 Project Planner: Diane Ayala
 Date: 10/13/2020
 CD No.: 2020-008
 PALU No.: n/a

The project is impacted by the following ONT ALUCP Compatibility Zones:

| Safety | Noise Impact | Airspace Protection | Overflight Notification |
|-------------------------------|---------------------------------------|---|--|
| <input type="radio"/> Zone 1 | <input type="radio"/> 75+ dB CNEL | <input type="radio"/> High Terrain Zone | <input type="radio"/> Avigation Easement Dedication |
| <input type="radio"/> Zone 1A | <input type="radio"/> 70 - 75 dB CNEL | <input checked="" type="checkbox"/> FAA Notification Surfaces | <input type="radio"/> Recorded Overflight Notification |
| <input type="radio"/> Zone 2 | <input type="radio"/> 65 - 70 dB CNEL | <input checked="" type="checkbox"/> Airspace Obstruction Surfaces | <input checked="" type="checkbox"/> Real Estate Transaction Disclosure |
| <input type="radio"/> Zone 3 | <input type="radio"/> 60 - 65 dB CNEL | <input type="radio"/> Airspace Avigation Easement Area | |
| <input type="radio"/> Zone 4 | | Allowable Height: <u>200 ft plus</u> | |
| <input type="radio"/> Zone 5 | | | |

The project is impacted by the following Chino ALUCP Safety Zones:

Zone 1
 Zone 2
 Zone 3
 Zone 4
 Zone 5
 Zone 6

Allowable Height: _____

CONSISTENCY DETERMINATION

This proposed Project is: Exempt from the ALUCP Consistent Consistent with Conditions Inconsistent

The proposed project is located within the Airport Influence Area of Ontario International Airport (ONT) and was evaluated and found to be consistent with the policies and criteria of the Airport Land Use Compatibility Plan (ALUCP) for ONT.

Real Estate Transaction Disclosure Required.

Airport Planner Signature: _____

AIRPORT LAND USE COMPATIBILITY PLANNING

CONSISTENCY DETERMINATION REPORT

CD No.: 2020-008
PALU No.: _____

PROJECT CONDITIONS

The proposed project is located within the Airport Influence Area of Ontario International Airport (ONT) and was evaluated and found to be consistent with the Airport Land Use Compatibility Plan (ALUCP) for ONT. The applicant is required to meet the Real Estate Transaction Disclosure in accordance with California Codes (Business and Professions Code Section 11010-11024). New residential subdivisions within an Airport Influence Area are required to file an application for a Public Report consisting of a Notice of Intention (NOI) and a completed questionnaire with the Department of Real Estate and include the following language within the NOI:

NOTICE OF AIRPORT IN VICINITY This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you.



**ENGINEERING DEPARTMENT
CONDITIONS OF APPROVAL**

(Engineering Services Division [Land Development Section and Environmental Section], Traffic & Transportation Division, Ontario Municipal Utilities Company and Broadband Operations & Investment and Revenue Resources Department Conditions incorporated)

| | | |
|---|--|---|
| <input checked="" type="checkbox"/> DEVELOPMENT PLAN <input type="checkbox"/> OTHER | <input type="checkbox"/> PARCEL MAP <input type="checkbox"/> FOR CONDOMINIUM PURPOSES | <input checked="" type="checkbox"/> TRACT MAP |
| PROJECT FILE NO. TM-20335 RELATED FILE NO(S). PDEV20-003 | | |
| <input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> REVISED: __/__/__ | | |

CITY PROJECT ENGINEER & PHONE NO: Michael Bhatanawin, P.E. (909) 395-2130

CITY PROJECT PLANNER & PHONE NO: Diane Ayala (909) 395-2428

DAB MEETING DATE: November 16, 2020

PROJECT NAME / DESCRIPTION: TM-20335, a Tentative Tract Map to subdivide 9.62 acres of land into 93 lots (92 numbered lots and 1 lettered lot) within the MDR-18 (Medium Density Residential 11.1 to 18.0 DUs/acre) zoning district.

LOCATION: 2862 South Campus Avenue

APPLICANT: MLC Holdings

REVIEWED BY: Raymond Lee 10/30/20
 Raymond Lee, P.E. Date
 Assistant City Engineer

APPROVED BY: Khloi Do 11-2-20
 Khoi Do, P.E. Date
 City Engineer



THIS PROJECT SHALL COMPLY WITH THE REQUIREMENTS SET FORTH IN THE GENERAL STANDARD CONDITIONS OF APPROVAL ADOPTED BY THE CITY COUNCIL (RESOLUTION NO. 2017-027) AND THE PROJECT SPECIFIC CONDITIONS OF APPROVAL SPECIFIED IN HEREIN. ONLY APPLICABLE CONDITIONS OF APPROVAL ARE CHECKED. THE APPLICANT SHALL BE RESPONSIBLE FOR THE COMPLETION OF ALL APPLICABLE CONDITIONS OF APPROVAL PRIOR TO FINAL MAP APPROVAL, ISSUANCE OF PERMITS AND/OR OCCUPANCY CLEARANCE, AS SPECIFIED IN THIS REPORT.

1. PRIOR TO FINAL MAP APPROVAL, APPLICANT SHALL: Check When Complete

- 1.01 Dedicate to the City of Ontario, the right-of-way, described below:
 - A. Campus Ave to the ultimate half street right-of-way width of 50 feet along the project frontage
 - B. Developer/Applicant shall exercise reasonable effort to procure interim half street right-of-way of 32 feet of right-of-way on Campus Ave along the property frontage of the existing residence (APN: 1051-531-06) adjacent to the southerly project boundary. Right-of-way is required to construct street improvements required per COA 2.17, herein. Right-of-way shall be dedicated to the City from the property owner of the existing residence adjacent to the southerly project boundary.
 - C. Property line corner 'cut-back' required at all street intersections within the project boundaries

- 1.02 Dedicate to the City of Ontario, the following easement(s):
 - A. 35 feet wide easement for emergency access and public utility purposes along all private drives. See COA 2.26 and 2.29.
 - B. 20 feet wide easement for emergency access and public utility purposes along all private alleys. See COA 2.26 and 2.29.

- 1.03 Restrict vehicular access to the site as follows: _____

- 1.04 Vacate the following street(s) and/or easement(s):
 - A. All interfering on-site easements shall be quitclaimed, vacated, and/or submit non-interference letter from affected owner/utility company.

- 1.05 Submit a copy of a recorded private reciprocal use agreement or easement. The agreement or easement shall ensure, at a minimum, common ingress and egress and joint maintenance of all common access areas and drive aisles.

- 1.06 Provide (original document) Covenants, Conditions and Restrictions (CC&Rs) as applicable to the project and as approved by the City Attorney and the Engineering and Planning Departments, ready for recordation with the County of San Bernardino. The CC&Rs shall provide for, but not be limited to, common ingress and egress, joint maintenance responsibility for all common access improvements, common facilities, parking areas, utilities, median and landscaping improvements and drive approaches, in addition to maintenance requirements established in the Water Quality Management Plan (WQMP), as applicable to the project. The CC&Rs shall also address the maintenance and repair responsibility for public improvements/utilities (sewer, water, storm drain, recycled water, etc.) located within open space/easements. In the event of any maintenance or repair of these facilities, the City shall only restore disturbed areas to current City Standards.



- 1.07 For all development occurring south of the Pomona Freeway (60-Freeway) and within the specified boundary limits (per Boundary Map found at <http://tceplumecleanup.com>), the property developer/owner is made aware of the South Archibald Trichloroethylene (TCE) Plume "Disclosure Letter". Property owner may wish to provide this Letter as part of the Real Estate Transfer Disclosure requirements under California Civil Code Section 1102 et seq. This may include notifications in the Covenants, Conditions and Restrictions (CC&Rs) or other documents related to property transfer and disclosures. Additional information on the plume is available from the Santa Ana Regional Water Quality Control Board at http://geotracker.waterboards.ca.gov/profile_report?global_id=T10000004658.

- 1.08 File an application for Reapportionment of Assessment, together with payment of a reapportionment processing fee, for each existing assessment district listed below. Contact the Financial Services Department at (909) 395-2124 regarding this requirement.
 - (1) _____
 - (2) _____

- 1.09 Prepare a fully executed Subdivision Agreement (on City approved format and forms) with accompanying security as required, or complete all public improvements.

- 1.10 Provide a monument bond (i.e. cash deposit) in an amount calculated by the City's approved cost estimate spreadsheet (available for download on the City's website: www.ci.ontario.ca.us) or as specified in writing by the applicant's Registered Engineer or Licensed Land Surveyor of Record and approved by the City Engineer, whichever is greater.

- 1.11 Provide a preliminary title report current to within 30 days.

- 1.12 File an application, together with an initial deposit (if required), to establish a Community Facilities District (CFD) pursuant to the Mello-Roos Community Facilities District Act of 1982. The application and fee shall be submitted a minimum of four (4) months prior to final subdivision map approval, and the CFD shall be established prior to final subdivision map approval or issuance of building permits, whichever occurs first. The CFD shall be established upon the subject property to provide funding for various City services. An annual special tax shall be levied upon each parcel or lot in an amount to be determined. The special tax will be collected along with annual property taxes. The City shall be the sole lead agency in the formation of any CFD. Contact Investment and Revenue Resources at (909) 395-2353 to initiate the CFD application process.

- 1.13 New Model Colony (NMC) Developments:
 - 1) Provide evidence of final cancellation of Williamson Act contracts associated with this tract, prior to approval of any final subdivision map. Cancellation of contracts shall have been approved by the City Council.
 - 2) Provide evidence of sufficient storm water capacity availability equivalents (Certificate of Storm Water Treatment Equivalents).
 - 3) Provide evidence of sufficient water availability equivalents (Certificate of Net MDD Availability).

- 1.14 Other conditions:
 - A. Obtain all off-site rights-of-way/easements necessary to construct the required public improvements identified within Section 2 of these Conditions of Approval.
 - B. Provide private easements for utilities, cross lot drainage, blanket emergency access and reciprocal access across all parcels in favor of all parcels (as needed).
 - C. Apply for a lot line adjustment for the subject parcels (APN: 1051-531-05 & 06).



2. PRIOR TO ISSUANCE OF ANY PERMITS, APPLICANT SHALL:

**A. GENERAL
 (Permits includes Grading, Building, Demolition and Encroachment)**

- 2.01 Record Tract Map No. 20335 pursuant to the Subdivision Map Act and in accordance with the City of Ontario Municipal Code.
- 2.02 Submit a duplicate photo mylar of the recorded map to the City Engineer's office.
- 2.03 Note that the subject parcel is a recognized parcel in the City of Ontario per _____
- 2.04 Note that the subject parcel is an 'unrecognized' parcel in the City of Ontario and shall require a Certificate of Compliance to be processed unless a deed is provided confirming the existence of the parcel prior to the date of _____
- 2.05 Apply for a: Certificate of Compliance with a Record of Survey; Lot Line Adjustment
 Make a Dedication of Easement.
- 2.06 Provide (original document) Covenants, Conditions and Restrictions (CC&R's), as applicable to the project, and as approved by the City Attorney and the Engineering and Planning Departments, ready for recordation with the County of San Bernardino. The CC&R's shall provide for, but not be limited to, common ingress and egress, joint maintenance of all common access improvements, common facilities, parking areas, utilities and drive approaches in addition to maintenance requirements established in the Water Quality Management Plan (WQMP), as applicable to the project.
- 2.07 For all development occurring south of the Pomona Freeway (60-Freeway) and within the specified boundary limits (per Boundary Map found at <http://tceplumecleanup.com/>), the property developer/owner is made aware of the South Archibald Trichloroethylene (TCE) Plume "Disclosure Letter". Property owner may wish to provide this Letter as part of the Real Estate Transfer Disclosure requirements under California Civil Code Section 1102 et seq. This may include notifications in the Covenants, Conditions and Restrictions (CC&Rs) or other documents related to property transfer and disclosures. Additional information on the plume is available from the Santa Ana Regional Water Quality Control Board at http://geotracker.waterboards.ca.gov/profile_report?global_id=T10000004658.
- 2.08 Submit a soils/geology report.
- 2.09 Other Agency Permit/Approval: Submit a copy of the approved permit and/or other form of approval of the project from the following agency or agencies:
 - State of California Department of Transportation (Caltrans)
 - San Bernardino County Road Department (SBCRD)
 - San Bernardino County Flood Control District (SBCFCD)
 - Federal Emergency Management Agency (FEMA)
 - Cucamonga Valley Water District (CVWD) for sewer/water service
 - United States Army Corps of Engineers (USACE)
 - California Department of Fish & Game
 - Inland Empire Utilities Agency (IEUA)
 - Other:
 - Southern California Edison (SCE) – for any improvements encroaching into their easements/property
- 2.10 Dedicate to the City of Ontario the right-of-way described below:
 _____ feet on _____



Property line corner 'cut-back' required at the intersection of _____
and _____.

- 2.11 Dedicate to the City of Ontario the following easement(s): _____

- 2.12 New Model Colony (NMC) Developments:
 - 1) Submit a copy of the permit from the San Bernardino County Health Department to the Engineering Department and the Ontario Municipal Utilities Company (OMUC) for the destruction/abandonment of the on-site water well. The well shall be destroyed/abandoned in accordance with the San Bernardino County Health Department guidelines.
 - 2) Make a formal request to the City of Ontario Engineering Department for the proposed temporary use of an existing agricultural water well for purposes other than agriculture, such as grading, dust control, etc. Upon approval, the Applicant shall enter into an agreement with the City of Ontario and pay any applicable fees as set forth by said agreement.
 - 3) Design proposed retaining walls to retain up to a maximum of three (3) feet of earth. In no case shall a wall exceed an overall height of nine (9) feet (i.e. maximum 6-foot high wall on top of a maximum 3-foot high retaining wall).

- 2.13 Submit a security deposit to the Engineering Department to guarantee construction of the public improvements required herein valued at _____% of the approved construction cost estimate. Security deposit shall be in accordance with the City of Ontario Municipal Code. Security deposit will be eligible for release, in accordance with City procedure, upon completion and acceptance of said public improvements.

- 2.14 **The applicant/developer shall submit all necessary survey documents prepared by a Licensed Surveyor registered in the State of California detailing all existing survey monuments in and around the project site. These documents are to be reviewed and approved by the City Survey Office.**

- 2.15 **Pay all Development Impact Fees (DIF) to the Building Department. Final fee shall be determined based on the approved site plan.**

- 2.16 Other conditions: _____



B. PUBLIC IMPROVEMENTS
 (See attached Exhibit 'A' for plan check submittal requirements.)

2.17 Design and construct full public improvements in accordance with the City of Ontario Municipal Code, current City standards and specifications, master plans and the adopted specific plan for the area, if any. These public improvements shall include, but not be limited to, the following (checked boxes):

| Improvement | Campus Avenue | All Interior Drives/Alleys (Private) | Street 3 | Street 4 |
|--|---|---|---|---|
| Curb and Gutter | <input checked="" type="checkbox"/> New; 38 ft. from C/L (A) <input type="checkbox"/> Replace damaged <input type="checkbox"/> Remove and replace | <input type="checkbox"/> New; ___ ft. from C/L <input type="checkbox"/> Replace damaged <input type="checkbox"/> Remove and replace | <input type="checkbox"/> New; ___ ft. from C/L <input type="checkbox"/> Replace damaged <input type="checkbox"/> Remove and replace | <input type="checkbox"/> New; ___ ft. from C/L <input type="checkbox"/> Replace damaged <input type="checkbox"/> Remove and replace |
| AC Pavement | <input type="checkbox"/> Replacement <input checked="" type="checkbox"/> Widen 16 additional feet along frontage, including pavm't transitions (B) | <input type="checkbox"/> Replacement <input type="checkbox"/> Widen ___ additional feet along frontage, including pavm't transitions | <input type="checkbox"/> Replacement <input type="checkbox"/> Widen ___ additional feet along frontage, including pavm't transitions | <input type="checkbox"/> Replacement <input type="checkbox"/> Widen ___ additional feet along frontage, including pavm't transitions |
| PCC Pavement (Truck Route Only) | <input type="checkbox"/> New <input type="checkbox"/> Modify existing | <input type="checkbox"/> New <input type="checkbox"/> Modify existing | <input type="checkbox"/> New <input type="checkbox"/> Modify existing | <input type="checkbox"/> New <input type="checkbox"/> Modify existing |
| Drive Approach | <input checked="" type="checkbox"/> New <input type="checkbox"/> Remove and replace | <input type="checkbox"/> New <input type="checkbox"/> Remove and replace | <input type="checkbox"/> New <input type="checkbox"/> Remove and replace | <input type="checkbox"/> New <input type="checkbox"/> Remove and replace |
| Sidewalk | <input checked="" type="checkbox"/> New (C) <input type="checkbox"/> Remove and replace | <input type="checkbox"/> New <input type="checkbox"/> Remove and replace | <input type="checkbox"/> New <input type="checkbox"/> Remove and replace | <input type="checkbox"/> New <input type="checkbox"/> Remove and replace |
| ADA Access Ramp | <input checked="" type="checkbox"/> New <input type="checkbox"/> Remove and replace | <input type="checkbox"/> New <input type="checkbox"/> Remove and replace | <input type="checkbox"/> New <input type="checkbox"/> Remove and replace | <input type="checkbox"/> New <input type="checkbox"/> Remove and replace |
| Parkway | <input type="checkbox"/> Trees <input checked="" type="checkbox"/> Landscaping (w/irrigation) | <input type="checkbox"/> Trees <input type="checkbox"/> Landscaping (w/irrigation) | <input type="checkbox"/> Trees <input type="checkbox"/> Landscaping (w/irrigation) | <input type="checkbox"/> Trees <input type="checkbox"/> Landscaping (w/irrigation) |
| Raised Landscaped Median | <input type="checkbox"/> New <input type="checkbox"/> Remove and replace | <input type="checkbox"/> New <input type="checkbox"/> Remove and replace | <input type="checkbox"/> New <input type="checkbox"/> Remove and replace | <input type="checkbox"/> New <input type="checkbox"/> Remove and replace |
| Fire Hydrant | <input checked="" type="checkbox"/> New <input type="checkbox"/> Relocation | <input type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation | <input type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation | <input type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation |



| | | | | |
|---|--|---|---|---|
| Sewer (see Sec. 2.C) | <input checked="" type="checkbox"/> Main <input checked="" type="checkbox"/> Lateral | <input checked="" type="checkbox"/> Main <input checked="" type="checkbox"/> Lateral | <input type="checkbox"/> Main <input type="checkbox"/> Lateral | <input type="checkbox"/> Main <input type="checkbox"/> Lateral |
| Water (see Sec. 2.D) | <input checked="" type="checkbox"/> Main <input checked="" type="checkbox"/> Service | <input checked="" type="checkbox"/> Main <input checked="" type="checkbox"/> Service | <input type="checkbox"/> Main <input type="checkbox"/> Service | <input type="checkbox"/> Main <input type="checkbox"/> Service |
| Recycled Water (see Sec. 2.E) | <input type="checkbox"/> Main <input type="checkbox"/> Service | <input type="checkbox"/> Main <input type="checkbox"/> Service | <input type="checkbox"/> Main <input type="checkbox"/> Service | <input type="checkbox"/> Main <input type="checkbox"/> Service |
| Traffic Signal System (see Sec. 2.F) | <input type="checkbox"/> New <input type="checkbox"/> Modify existing | <input type="checkbox"/> New <input type="checkbox"/> Modify existing | <input type="checkbox"/> New <input type="checkbox"/> Modify existing | <input type="checkbox"/> New <input type="checkbox"/> Modify existing |
| Traffic Signing and Striping (see Sec. 2.F) | <input checked="" type="checkbox"/> New <input checked="" type="checkbox"/> Modify existing | <input type="checkbox"/> New <input type="checkbox"/> Modify existing | <input type="checkbox"/> New <input type="checkbox"/> Modify existing | <input type="checkbox"/> New <input type="checkbox"/> Modify existing |
| Street Light (see Sec. 2.F) | <input checked="" type="checkbox"/> New <input type="checkbox"/> Relocation | <input type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation | <input type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation | <input type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation |
| Bus Stop Pad or Turn-out (see Sec. 2.F) | <input type="checkbox"/> New <input type="checkbox"/> Modify existing | <input type="checkbox"/> New <input type="checkbox"/> Modify existing | <input type="checkbox"/> New <input type="checkbox"/> Modify existing | <input type="checkbox"/> New <input type="checkbox"/> Modify existing |
| Storm Drain (see Sec. 2G) | <input type="checkbox"/> Main <input checked="" type="checkbox"/> Lateral | <input type="checkbox"/> Main <input type="checkbox"/> Lateral | <input type="checkbox"/> Main <input type="checkbox"/> Lateral | <input type="checkbox"/> Main <input type="checkbox"/> Lateral |
| Fiber Optics (see Sec. 2K) | <input checked="" type="checkbox"/> Conduit / Appurtenances | <input checked="" type="checkbox"/> Conduit / Appurtenances | <input type="checkbox"/> Conduit / Appurtenances | <input type="checkbox"/> Conduit / Appurtenances |
| Overhead Utilities | <input type="checkbox"/> Underground <input type="checkbox"/> Relocate | <input type="checkbox"/> Underground <input type="checkbox"/> Relocate | <input type="checkbox"/> Underground <input type="checkbox"/> Relocate | <input type="checkbox"/> Underground <input type="checkbox"/> Relocate |
| Removal of Improvements | _____ | _____ | _____ | _____ |
| Other Improvements | _____ | _____ | _____ | _____ |

Specific notes for improvements listed in item no. 2.17, above:

- A. Curb & gutter 38 ft. from C/L is required along project frontage. An interim asphalt berm 27 ft. from C/L is required along the existing residence adjacent to the southerly project boundary.**
- B. 16 ft. additional widening is required along project frontage. 5 ft. additional widening is required along the existing residence adjacent to the southerly project boundary.**
- C. Sidewalk is required along project frontage and existing residence adjacent to the southerly project boundary.**



- 2.18 Construct a 2" asphalt concrete (AC) grind and overlay on the following street(s): _____
- 2.19 **Reconstruction of the full pavement structural section, per City of Ontario Standard Drawing number 1011, may be required based on the existing pavement condition and final street design. Minimum limits of reconstruction shall be along property frontage, from street centerline to curb/gutter.**
- 2.20 Make arrangements with the Cucamonga Valley Water District (CVWD) to provide water service sewer service to the site. This property is within the area served by the CVWD and Applicant shall provide documentation to the City verifying that all required CVWD fees have been paid.
- 2.21 Overhead utilities shall be under-grounded, in accordance with Title 7 of the City's Municipal Code (Ordinance No. 2804 and 2892). Developer may pay in-lieu fee, approximately _____, for undergrounding of utilities in accordance with Section 7-7.303.e of the City's Municipal Code.
- 2.22 Other conditions: _____

C. SEWER

- 2.23 A _____ inch sewer main is available for connection by this project in _____ (Ref: Sewer plan bar code: _____)
- 2.24 **Design and construct a sewer main extension on Campus Ave. A sewer main is not available for direct connection. The closest main is approximately 470 feet away at the intersection of Campus Ave & Merion St.**
- 2.25 Submit documentation that shows expected peak loading values for modeling the impact of the subject project to the existing sewer system. The project site is within a deficient public sewer system area. Applicant shall be responsible for all costs associated with the preparation of the model. Based on the results of the analysis, Applicant may be required to mitigate the project impact to the deficient public sewer system, including, but not limited to, upgrading of existing sewer main(s), construction of new sewer main(s) or diversion of sewer discharge to another sewer.
- 2.26 **Other conditions:**
 - A. **Construct an 8 inch public sewer main in Campus Ave connecting from Merion Street to the north to service the proposed development.**
 - B. **Construct an 8 inch public sewer main in the interior drives (private).**
 - C. **Construct an 6 inch public sewer main in the interior alleys (private).**
 - D. **Provide a sewer lateral to service the proposed restrooms and the small kitchen adjacent to the swimming pool.**
 - E. **Sewer Sub-Area Master Plan (SSAMP): Based on the provided sewer study 8/11/2020, most of the proposed sewer mains do not meet city's requirements such as a minimum slope of 0.0057 for 8" sewer main with cleansing velocity of 2.0 fps and D/d must be 0.5 or less. Any deviation from design guidelines aforementioned shall require the SSAMP to be updated and resubmitted to OMUC for review and approval at the precise grading plan check submittal.**

D. WATER

- 2.27 **An 8 inch water main is available for connection by this project in Campus Ave. (Ref: Water plan bar code: W11557)**
- 2.28 Design and construct a water main extension. A water main is not available for direct connection. The closest main is approximately _____ feet away.
- 2.29 **Other conditions:**
 - A. **Provide domestic water service(s) and a separate irrigation along with their own backflow devices to service the proposed restrooms and the small kitchen adjacent to the swimming pool.**
 - B. **All water services and/or main must be 10' from sewer main and/or laterals and four feet from all storm drain, wall to wall.**



C. Construct an 8 inch public water main in the interior drives (private).

E. RECYCLED WATER

- 2.30 A _____ inch recycled water main is available for connection by this project in _____.
(Ref: Recycled Water plan bar code: _____)
 - 2.31 Design and construct an on-site recycled water system for this project. A recycled water main does exist in the vicinity of this project.
 - 2.32 **Design and construct an on-site recycled water ready system for this project. A recycled water main does not currently exist in the vicinity of this project, but is planned for the near future. If Applicant would like to connect to this recycled water main when it becomes available, the cost for the connection shall be borne solely by the Applicant.**
 - 2.33 Submit two (2) hard copies and one (1) electronic copy, in PDF format, of the Engineering Report (ER), for the use of recycled water, to the OMUC for review and subsequent submittal to the California Department of Public Health (CDPH) for final approval.
- Note: The OMUC and the CDPH review and approval process will be approximately three (3) months. Contact the Ontario Municipal Utilities Company at (909) 395-2647 regarding this requirement.
- 2.34 Other conditions: _____

F. TRAFFIC / TRANSPORTATION

- 2.35 Submit a focused traffic impact study, prepared and signed by a Traffic/Civil Engineer registered in the State of California. The study shall address, but not be limited to, the following issues as required by the City Engineer:
 - 1. On-site and off-site circulation
 - 2. Traffic level of service (LOS) at 'build-out' and future years
 - 3. Impact at specific intersections as selected by the City Engineer
- 2.36 New traffic signal installations shall be added to Southern California Edison (SCE) customer account number # 2-20-044-3877.
- 2.37 **Other conditions:**
 - A. Design and construct a pedestrian hybrid beacon, new electrical service, and related signing and striping improvements at the intersection of Campus Ave and St. Andrews St for the existing marked crosswalk in accordance with all applicable standards and to the satisfaction of the City Engineer.**
 - B. Restrict parking a minimum of 20-feet on either side of the project driveways on Campus Ave. Parking shall be restricted on Campus Ave from St. Andrews St to the northerly project driveway. Parking shall be restricted along the narrowed section of Campus Avenue south of the southerly project driveway.**
 - C. Design and construct the pavement and striping transition from existing conditions to the widened portion. This includes, but is not limited to, removal of existing asphalt berm and repaving of Campus Ave north of the project site. Southbound Campus Ave signing and striping located north of St. Andrews St shall be modified as necessary to accommodate widening along project frontage.**
 - D. Design and construct in-fill public street lights and potential new service along the property frontage of Campus Avenue, in accordance with City of Ontario Traffic and Transportation Design Guidelines.**
 - E. Engineer-of-record shall meet with City Engineering staff prior to starting pedestrian hybrid beacon, signing/striping and street lighting design plans.**

G. DRAINAGE / HYDROLOGY

- 2.38 **A 27 inch storm drain main is available to accept flows from this project in Campus Ave.**
(Ref: Storm Drain plan bar code: D10392)



- 2.39 **Submit a hydrology study and drainage analysis, prepared and signed by a Civil Engineer registered in the State of California. The study shall be prepared in accordance with the San Bernardino County Hydrology Manual and City of Ontario standards and guidelines. Additional drainage facilities, including, but not limited to, improvements beyond the project frontage, may be required to be designed and constructed, by Applicant, as a result of the findings of this study.**
- 2.40 **An adequate drainage facility to accept additional runoff from the site does not currently exist downstream of the project. Design and construct a storm water detention facility on the project site. 100 year post-development peak flow shall be attenuated such that it does not exceed 80% of pre-development peak flows, in accordance with the approved hydrology study and improvement plans.**
- 2.41 **Submit a copy of a recorded private drainage easement or drainage acceptance agreement to the Engineering Department for the acceptance of any increase to volume and/or concentration of historical drainage flows onto adjacent property, prior to approval of the grading plan for the project.**
- 2.42 **Comply with the City of Ontario Flood Damage Prevention Ordinance (Ordinance No. 2409). The project site or a portion of the project site is within the Special Flood Hazard Area (SFHA) as indicated on the Flood Insurance Rate Map (FIRM) and is subject to flooding during a 100 year frequency storm. The site plan shall be subject to the provisions of the National Flood Insurance Program.**
- 2.43 **Other conditions:**
 - A. Onsite storm drain shall be privately owned and maintained.**

H. STORM WATER QUALITY / NATIONAL POLLUTANT DISCHARGE AND ELIMINATION SYSTEM (NPDES)

- 2.44 **401 Water Quality Certification/404 Permit – Submit a copy of any applicable 401 Certification or 404 Permit for the subject project to the City project engineer. Development that will affect any body of surface water (i.e. lake, creek, open drainage channel, etc.) may require a 401 Water Quality Certification from the California Regional Water Quality Control Board, Santa Ana Region (RWQCB) and a 404 Permit from the United States Army Corps of Engineers (USACE). The groups of water bodies classified in these requirements are perennial (flow year round) and ephemeral (flow during rain conditions, only) and include, but are not limited to, direct connections into San Bernardino County Flood Control District (SBCFCD) channels.
If a 401 Certification and/or a 404 Permit are not required, a letter confirming this from Applicant's engineer shall be submitted.
Contact information: USACE (Los Angeles District) (213) 452-3414; RWQCB (951) 782-4130.**
- 2.45 **Submit a Water Quality Management Plan (WQMP). This plan shall be approved by the Engineering Department prior to approval of any grading plan. The WQMP shall be submitted, utilizing the current San Bernardino County Stormwater Program template, available at: <http://www.sbcounty.gov/dpw/land/npdes.asp>.**
- 2.46 **Design and construct a Connector Pipe Trash Screen or equivalent Trash Treatment Control Device, per catch basin located within or accepting flows tributary of a Priority Land Use (PLU) area that meets the Full Capture System definition and specifications, and is on the Certified List of the State Water Resources Control Board. The device shall be adequately sized per catch basin and include a deflector screen with vector control access for abatement application, vertical support bars, and removable component to facilitate maintenance and cleaning.**
- 2.47 **Other conditions:** _____



J. SPECIAL DISTRICTS

- 2.48 File an application, together with an initial deposit (if required), to establish a Community Facilities District (CFD) pursuant to the Mello-Roos Community Facilities District Act of 1982. The application and fee shall be submitted a minimum of four (4) months prior to final subdivision map approval, and the CFD shall be established prior to final subdivision map approval or issuance of building permits, whichever occurs first. The CFD shall be established upon the subject property to provide funding for various City services. An annual special tax shall be levied upon each parcel or lot in an amount to be determined. The special tax will be collected along with annual property taxes. The City shall be the sole lead agency in the formation of any CFD. Contact Investment and Revenue Resources at (909) 395-2353 to initiate the CFD application process.
- 2.49 Other conditions: _____

K. FIBER OPTIC

- 2.50 Design and construct fiber optic system to provide access to the City's conduit and fiber optic system per the City's Fiber Optic Master Plan. Building entrance conduits shall start from the closest OntarioNet hand hole constructed along the project frontage in the ROW and shall terminate in the main telecommunications room for each building. Conduit infrastructure shall interconnect with the primary and/or secondary backbone fiber optic conduit system at the nearest OntarioNet hand hole. Limits of work are generally located along the project frontages of Campus Ave and all private drives.
- 2.51 Refer to the City's Fiber Optic Master Plan for design and layout guidelines. Contact the Broadband Operations Department at (909) 395-2000, regarding this requirement.

L. Solid Waste

- 2.52 Onsite solid waste shall be designed in accordance with the City's Solid Waste Manual location at:
<http://www.ontarioca.gov/municipal-utilities-company/solid-waste>
- 2.53 Other conditions:
 - A. Final Solid Waste Handling Plan (SWHP): Prior to approval of any building permits, a final SWHP shall be submitted with the Precise Grading Plan for review and approval of Ontario Municipal Utility Company

3. PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY, APPLICANT SHALL:

- 3.01 Set new monuments in place of any monuments that have been damaged or destroyed as a result of construction of the subject project. Monuments shall be set in accordance with City of Ontario standards and to the satisfaction of the City Engineer.
- 3.02 Complete all requirements for recycled water usage.
 - 1) Procure from the OMUC a copy of the letter of confirmation from the California Department of Public Health (CDPH) that the Engineering Report (ER) has been reviewed and the subject site is approved for the use of recycled water.
 - 2) Obtain clearance from the OMUC confirming completion of recycled water improvements and passing of shutdown tests and cross connection inspection, upon availability/usage of recycled water.
 - 3) Complete education training of on-site personnel in the use of recycled water, in accordance with the ER, upon availability/usage of recycled water.



- 3.03** The applicant/developer shall submit all final survey documents prepared by a Licensed Surveyor registered in the State of California detailing all survey monuments that have been preserved, revised, adjusted or set along with any maps, corner records or Records of Survey needed to comply with these Conditions of Approvals and the latest edition of the California Professional Land Survey Act. These documents are to be reviewed and approved by the City Survey Office.
- 3.04** NMC Projects: For developments located at an intersection of any two collector or arterial streets, the applicant/developer shall set a monument if one does not already exist at that intersection. Contact the City Survey office for information on reference benchmarks, acceptable methodology and required submittals.
- 3.05** Confirm payment of all Development Impact Fees (DIF) to the Building Department.
- 3.06** Submit electronic copies (PDF and Auto CAD format) of all approved improvement plans, studies and reports (i.e. hydrology, traffic, WQMP, etc.).

4. PRIOR TO FINAL ACCEPTANCE, APPLICANT SHALL:

- 4.01** Complete all Conditions of Approval listed under Sections 1-3 above.
- 4.02** Pay all outstanding fees pursuant to the City of Ontario Municipal Code, including but not limited to, plan check fees, inspection fees and Development Impact Fees.
- 4.03** The applicant/developer shall submit a written request for the City's final acceptance of the project addressed to the City Project Engineer. The request shall state that all Conditions of Approval have been completed and shall be signed by the applicant/developer. Upon receipt of the request, review of the request shall be a minimum of 10 business days. Conditions of Approval that are deemed incomplete by the City will cause delays in the acceptance process.
- 4.04** Submit record drawings (mylar and PDF) for all public improvements identified within Section 2 of these Conditions of Approval.



EXHIBIT 'A'

ENGINEERING DEPARTMENT First Plan Check Submittal Checklist

Project Number: PDEV20-003, and/or Tract Map No. 20335

The following items are required to be included with the first plan check submittal:

1. **A copy of this check list**
2. **Payment of fee for Plan Checking**
3. **One (1) copy of Engineering Cost Estimate (on City form) with engineer's wet signature and stamp.**
4. **One (1) copy of project Conditions of Approval**
5. **Include a PDF (electronic submittal) of each required improvement plan at every submittal.**
6. **Two (2) sets of Potable and Recycled Water demand calculations (include water demand calculations showing low, average and peak water demand in GPM for the proposed development and proposed water meter size).**
7. **Three (3) sets of Public Street improvement plan with street cross-sections**
8. **Three (3) sets of Private Street improvement plan with street cross-sections**
9. **Four (4) sets of Public Water improvement plan (include water demand calculations showing low, average and peak water demand in GPM for the proposed development and proposed water meter size)**
10. **Four (4) sets of Recycled Water improvement plan (include recycled water demand calculations showing low, average and peak water demand in GPM for the proposed development and proposed water meter size and an exhibit showing the limits of areas being irrigated by each recycled water meter)**
11. **Four (4) sets of Public Sewer improvement plan**
12. **Five (5) sets of Public Storm Drain improvement plan**
13. **Three (3) sets of Public Street Light improvement plan**
14. **Three (3) sets of Signing and Striping improvement plan**
15. **Three (3) sets of Fiber Optic plan (include Auto CAD electronic submittal)**
16. **Three (3) sets of Dry Utility plans within public right-of-way (at a minimum the plans must show existing and ultimate right-of-way, curb and gutter, proposed utility location including centerline dimensions, wall to wall clearances between proposed utility and adjacent public line, street work repaired per Standard Drawing No. 1306. Include Auto CAD electronic submittal)**
17. **Three (3) sets of Traffic Signal improvement plan and One (1) copy of Traffic Signal Specifications with modified Special Provisions. Please contact the Traffic Division at (909) 395-2154 to obtain Traffic Signal Specifications.**
18. **Two (2) copies of Water Quality Management Plan (WQMP), including one (1) copy of the approved Preliminary WQMP (PWQMP).**
19. **One (1) copy of Hydrology/Drainage study**
20. **One (1) copy of Soils/Geology report**



21. **Payment for Final Map/Parcel Map processing fee**
22. **Three (3) copies of Final Map/Parcel Map**
23. **One (1) copy of approved Tentative Map**
24. **One (1) copy of Preliminary Title Report (current within 30 days)**
25. **One (1) copy of Traverse Closure Calculations**
26. **One (1) set of supporting documents and maps (legible copies): referenced improvement plans (full size), referenced record final maps/parcel maps (full size, 18"x26"), Assessor's Parcel map (full size, 11"x17"), recorded documents such as deeds, lot line adjustments, easements, etc.**
27. Two (2) copies of Engineering Report and an electronic file (include PDF format electronic submittal) for recycled water use
28. **Other:**
 - A. **Two (2) copies of a Lot Line Adjustment (legal and plat)**



City of Ontario
Planning Department
303 East B Street
Ontario, California 91764
Phone: 909.395.2036
Fax: 909.395.2420

Planning Department Land Development Division Conditions of Approval

Meeting Date: November 24, 2020

File No: PDEV20-003

Related Files: PMTT20-002

Project Description: A Development Plan to construct 92 single-family detached homes on 7.32 acres of land located at located at 2862 South Campus Avenue, within the MDR-18 (Medium Density Residential - 11.1 to 18 du/acres) zoning district (APNs: 1051-531-05 & 1051-531-06); **submitted by MLC Holdings, Inc.**

Prepared By: Diane Ayala, Senior Planner
Phone: 909.395.2428 (direct)
Email: dayala@ontarioca.gov

The Planning Department, Land Development Section, conditions of approval applicable to the above-described Project, are listed below. The Project shall comply with each condition of approval listed below:

1.0 Standard Conditions of Approval. The project shall comply with the *Standard Conditions for New Development*, adopted by City Council Resolution No. 2017-027 on April 18, 2017. A copy of the *Standard Conditions for New Development* may be obtained from the Planning Department or City Clerk/Records Management Department.

2.0 Special Conditions of Approval. In addition to the *Standard Conditions for New Development* identified in condition no. 1.0, above, the project shall comply with the following special conditions of approval:

2.1 Time Limits.

(a) Development Plan approval shall become null and void 2 years following the effective date of application approval, unless a building permit is issued and construction is commenced, and diligently pursued toward completion, or a time extension has been approved by the Planning Director. This condition does not supersede any individual time limits specified herein, or any other departmental conditions of approval applicable to the Project, for the performance of specific conditions or improvements.

2.2 General Requirements. The Project shall comply with the following general requirements:

(a) All construction documentation shall be coordinated for consistency, including, but not limited to, architectural, structural, mechanical, electrical, plumbing, landscape and irrigation, grading, utility and street improvement plans. All such plans shall be consistent with the approved entitlement plans on file with the Planning Department.

(b) The project site shall be developed in conformance with the approved plans on file with the City. Any variation from the approved plans must be reviewed and approved by the Planning Department prior to building permit issuance.

(c) The herein-listed conditions of approval from all City departments shall be included in the construction plan set for project, which shall be maintained on site during project construction.

2.3 Landscaping.

(a) The Project shall provide and continuously maintain landscaping and irrigation systems in compliance with the provisions of Ontario Development Code Division 6.05 (Landscaping).

(b) Comply with the conditions of approval of the Planning Department; Landscape Planning Division.

(c) Landscaping shall not be installed until the Landscape and Irrigation Construction Documentation Plans required by Ontario Development Code Division 6.05 (Landscaping) have been approved by the Landscape Planning Division.

(d) Changes to approved Landscape and Irrigation Construction Documentation Plans, which affect the character or quantity of the plant material or irrigation system design, shall be resubmitted for approval of the revision by the Landscape Planning Division, prior to the commencement of the changes.

2.4 Walls and Fences.

(a) All Project walls and fences shall comply with the requirements of Ontario Development Code Division 6.02 (Walls, Fences and Obstructions).

(b) A 6-FT high decorative masonry block wall, with a decorative cap, shall be constructed along all street sides and interior side yard property lines that are visible to common areas, and wing walls between dwellings, with appropriate gates for rear yard access. All walls and fences that are visible from public view including private drives and alleys shall be decorative masonry.

(c) The wall along the project frontage on Campus Avenue shall be constructed with tubular steel and decorative masonry block pilasters with cap. Pilasters shall be spaced evenly no more than 50-FT a part.

2.5 Architecture.

(a) Exterior door trim shall be solid wood or fiber cement for maximum durability.

(b) Garage doors and windows shall be recessed and have varying design patterns to reflect the architectural style of the dwelling.

(c) Santa Barbara and Farmhouse style dwellings shall have a smooth stucco finish which can be achieved by using 20/30- Fine Sand Float. A 16/20 Medium Sand Float or a 20/30- fine Sand Float finish may be used on the Coastal or Minimal Traditional architectural styles. All stucco trim around doors and windows shall have a smooth trowel finish.

2.6 Parking, Circulation and Access.

(a) The Project shall comply with the applicable off-street parking, loading and lighting requirements of City of Ontario Development Code Division 6.03 (Off-Street Parking and Loading).

(b) The two drive approaches (Campus Avenue) serving the Project shall be delineated with enhanced paving treatment, such as interlocking pavers, textured and color pigmented concrete, or stamped concrete. Such treatment shall extend from the back of the drive approach to the first

intersecting drive aisle or parking space. Within the north driveway, treatment shall extend to edge of first parking space. On the south driveway, treatment shall extend to where the curbs parallel.

(c) All motor courts (alleys) shall incorporate enhanced paving treatments consisting of interlocking pavers, and textured and/or color pigmented concrete.

(d) Areas provided to meet the City's parking requirements, including off-street parking and loading spaces, access drives, and maneuvering areas, shall not be used for the outdoor storage of materials and equipment, nor shall it be used for any other purpose than parking.

(e) The required number of off-street parking spaces and/or loading spaces shall be provided at the time of site and/or building occupancy. All parking and loading spaces shall be maintained in good condition for the duration of the building or use.

(f) Parking spaces specifically designated and conveniently located for use by the physically disabled shall be provided pursuant to current accessibility regulations contained in State law (CCR Title 24, Part 2, Chapters 2B71, and CVC Section 22507.8).

(g) Bicycle parking facilities, including bicycle racks, lockers, and other secure facilities, shall be provided in conjunction with development projects pursuant to current regulations contained in CALGreen (CAC Title 24, Part 11).

2.7 Outdoor Loading and Storage Areas.

(a) Areas designated for off-street parking, loading, and vehicular circulation and maneuvering, shall not be used for the outdoor storage of materials or equipment.

2.8 Site Lighting.

(a) All off-street parking facilities shall be provided with nighttime security lighting pursuant to Ontario Municipal Code Section 4-11.08 (Special Residential Building Provisions) and Section 4-11.09 (Special Commercial/Industrial Building Provisions), designed to confine emitted light to the parking areas. Parking facilities shall be lighted from sunset until sunrise, daily, and shall be operated by a photocell switch.

(b) Unless intended as part of a master lighting program, no operation, activity, or lighting fixture shall create illumination on any adjacent property.

2.9 Mechanical and Rooftop Equipment.

(a) All exterior roof-mounted mechanical, heating and air conditioning equipment, and all appurtenances thereto, shall be completely screened from public view by parapet walls or roof screens that are architecturally treated so as to be consistent with the building architecture.

(b) All ground-mounted utility equipment and structures, such as tanks, transformers, HVAC equipment, and backflow prevention devices, shall be located out of view from a public street, or adequately screened through the use of landscaping and/or decorative low garden walls.

2.10 Security Standards. The Project shall comply with all applicable requirements of Ontario Municipal Code Title 4 (Public Safety), Chapter 11 (Security Standards for Buildings).

2.11 Signs. All Project signage shall comply with the requirements of Ontario Development Code Division 8.1 (Sign Regulations).

2.12 Sound Attenuation. The Project shall be constructed and operated in a manner so as not to exceed the maximum interior and exterior noised levels set forth in Ontario Municipal Code Title 5 (Public Welfare, Morals, and Conduct), Chapter 29 (Noise).

2.13 Environmental Review.

(a) The environmental impacts of this Project were reviewed in conjunction with an **Addendum to The Ontario Plan Environmental Impact Report**, certified by the Ontario City Council on January 27, 2010, in conjunction with File No. PGPA06-001 (City Council Resolution No. 2010-006). This Application introduces no new significant environmental impacts. The City's "Guidelines for the Implementation of the California Environmental Quality Act (CEQA)" provide for the use of a single environmental assessment in situations where the impacts of subsequent projects are adequately analyzed. This Application introduces no new significant environmental impacts. All previously adopted mitigation measures are a condition of project approval and are incorporated herein by this reference. All previously adopted mitigation measures shall be a condition of project approval, as they are applicable, and are incorporated herein by this reference.

(b) If human remains are found during project grading/excavation/construction activities, the area shall not be disturbed until any required investigation is completed by the County Coroner and Native American consultation has been completed (if deemed applicable).

(c) If any archeological or paleontological resources are found during project grading/excavation/construction, the area shall not be disturbed until the significance of the resource is determined. If determined to be significant, the resource shall be recovered by a qualified archeologist or paleontologist consistent with current standards and guidelines, or other appropriate measures implemented.

2.14 Covenants, Conditions and Restrictions (CC&Rs)/Mutual Access and Maintenance Agreements. CC&Rs shall be prepared for the Project pursuant to Tentative Tract Map, File No. PMTT20-002 (TT20335) and shall be recorded prior to the issuance of a building permit.

2.15 Indemnification. The applicant shall agree to defend, indemnify and hold harmless, the City of Ontario or its agents, officers, and employees from any claim, action or proceeding against the City of Ontario or its agents, officers or employees to attack, set aside, void or annul any approval of the City of Ontario, whether by its City Council, Planning Commission or other authorized board or officer. The City of Ontario shall promptly notify the applicant of any such claim, action or proceeding, and the City of Ontario shall cooperate fully in the defense.

2.16 Additional Fees.

(a) Within 5 days following final application approval, the Notice of Determination (NOD) filing fee shall be provided to the Planning Department. The fee shall be paid by check, made payable to the "Clerk of the Board of Supervisors", which shall be forwarded to the San Bernardino County Clerk of the Board of Supervisors, along with all applicable environmental forms/notices, pursuant to the requirements of the California Environmental Quality Act (CEQA). Failure to provide said fee within the time specified may result in a 180-day extension to the statute of limitations for the filing of a CEQA lawsuit.

(b) After the Project's entitlement approval, and prior to issuance of final building permits, the Planning Department's Plan Check and Inspection fees shall be paid at the rate established by resolution of the City Council.

2.17 Additional Requirements.

(a) The Ontario Climate Action Plan (CAP) requires new development to be 25% more efficient. The applicant has elected to utilize the Screening Tables provided in the CAP instead of preparing separate emissions calculations. By electing to utilize the Screening Tables the applicant shall be required to garner a minimum of 100 points to be consistent with the reduction quantities outlined in the CAP. The applicant shall identify on the construction drawings the items identified in the Screening Tables.

(b) Prior to building permit issuance, the applicant shall submit plans for HOA parking and solid waste pick-up enforcement for Planning Department review and approval, which shall be included as provisions of the CC&Rs required pursuant to condition no. 2.14, above.

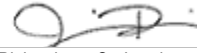
(c) The two drive approaches (Campus Avenue) serving the Project shall be delineated with enhanced paving treatment, such as interlocking pavers, textured and color pigmented concrete, or stamped concrete. Such treatment shall extend from the back of the drive approach to the first intersecting drive aisle or parking space. Within the north driveway, treatment shall extend to edge of first parking space. On the south driveway, treatment shall extend to where the curbs parallel.

(d) All motor courts (alleys) shall incorporate enhanced paving treatments consisting of interlocking pavers, and textured and/or color pigmented concrete.

CITY OF ONTARIO
LANDSCAPE PLANNING DIVISION
 303 East "B" Street, Ontario, CA 91764

PRELIMINARY PLAN CORRECTIONS

Sign Off



09/18/20

Jamie Richardson, Sr. Landscape Planner

Date

Reviewer's Name:

Jamie Richardson, Sr. Landscape Planner

Phone:

(909) 395-2615

D.A.B. File No.:

PDEV20-003

Case Planner:

Diane Ayala

Project Name and Location:

MLC Holdings – 92 Single Family Dwellings
 2862 South Campus

Applicant/Representative:

Qtative / Derek Barbour
 100 Spectrum Drive, Suite 1400
 Irvine, CA 92618

| | |
|-------------------------------------|--|
| <input checked="" type="checkbox"/> | A Preliminary Landscape Plan (10/14/2020) meets the Standard Conditions for New Development and has been approved with the consideration that the following conditions below be met upon submittal of the landscape construction documents. |
| <input type="checkbox"/> | A Preliminary Landscape Plan (dated) has not been approved. Corrections noted below are required prior to Preliminary Landscape Plan approval. |

A RESPONSE SHEET IS REQUIRED WITH RESUBMITTAL OR PLANS WILL BE RETURNED AS INCOMPLETE.
 Landscape construction plans with plan check number may be emailed to: landscapeplancheck@ontarioca.gov
DIGITAL SUBMITTALS MUST BE 10MB OR LESS.

Civil/ Site Plans

1. A total of 213" of Heritage trunk replacement is required to be mitigated. Replacement and mitigation for removed trees shall be equal to trunk diameter of heritage trees removed per the Development Code Tree Preservation Policy and Protection Measures, section 6.05.020. Show on demo plans and landscape construction plans trees to be preserved, removed or mitigation measures for trees removed, such as:
 - a. Monetary value of the trees removed as identified in the "Guide for Plant Appraisal", approved certified arborist plant appraiser, or may be equal to the value of the installation cost of planting, fertilizing, staking and irrigating 15 gallon trees, (100\$ each) to the City of Ontario Historic Preservation Fund for city tree planting or city approved combination of the above items. Monetary value to be determined during plan check; not to exceed \$36,668.
2. Add notes for any tree removal to occur outside of typical nesting season (February 1 through August 31) or per the specific plan EIR mitigation Measures.
3. Storm water infiltration devices located in landscape areas shall be reviewed and plans approved by the Landscape Planning Division prior to permit issuance. Any storm water devices in parkway areas shall not displace street trees.
4. Note the depth of the chamber system; 5' deep is preferred for chambers under open space areas to allow for trees.

Landscape Plans

5. Show all utilities on the landscape plans. Coordinate so utilities are clear of tree locations.
6. Use background trees to contrast with street trees and triangularly space between them.
7. Provide phasing map for multi-phase projects.
8. After a project's entitlement approval, the applicant shall pay all applicable fees for landscape plan check and inspections at a rate established by resolution of the City Council. Fees are:

| | |
|--|------------|
| Plan Check—5 or more acres..... | \$2,791.00 |
| Inspection—Construction (up to 3 inspections per phase)..... | \$600.00 |
| Total..... | \$3,391.00 |

Landscape construction plans with building permit number for plan check may be emailed to: landscapeplancheck@ontarioca.gov

AIRPORT LAND USE COMPATIBILITY PLANNING

CONSISTENCY DETERMINATION REPORT



Project File No.: PDEV20-003 & PMTT20-002
 Address: 2868 South Campus Avenue
 APN: 1051-531-05
 Existing Land Use: Single Family/Agricultural Dairy Farm
 Proposed Land Use: Subdivide 9.62 ac into 92 lots 93 and construct 92 single-family homes
 Site Acreage: 9.62 acres Proposed Structure Height: 27 ft
 ONT-IAC Project Review: n/a
 Airport Influence Area: ONT

Reviewed By: Lorena Mejia
 Contact Info: 909-395-2276
 Project Planner: Diane Ayala
 Date: 10/13/2020
 CD No.: 2020-008
 PALU No.: n/a

The project is impacted by the following ONT ALUCP Compatibility Zones:

| Safety | Noise Impact | Airspace Protection | Overflight Notification |
|-------------------------------|---------------------------------------|---|--|
| <input type="radio"/> Zone 1 | <input type="radio"/> 75+ dB CNEL | <input type="radio"/> High Terrain Zone | <input type="radio"/> Avigation Easement Dedication |
| <input type="radio"/> Zone 1A | <input type="radio"/> 70 - 75 dB CNEL | <input checked="" type="checkbox"/> FAA Notification Surfaces | <input type="radio"/> Recorded Overflight Notification |
| <input type="radio"/> Zone 2 | <input type="radio"/> 65 - 70 dB CNEL | <input checked="" type="checkbox"/> Airspace Obstruction Surfaces | <input checked="" type="checkbox"/> Real Estate Transaction Disclosure |
| <input type="radio"/> Zone 3 | <input type="radio"/> 60 - 65 dB CNEL | <input type="radio"/> Airspace Avigation Easement Area | |
| <input type="radio"/> Zone 4 | | Allowable Height: <u>200 ft plus</u> | |
| <input type="radio"/> Zone 5 | | | |

The project is impacted by the following Chino ALUCP Safety Zones:

Zone 1
 Zone 2
 Zone 3
 Zone 4
 Zone 5
 Zone 6
 Allowable Height: _____

CONSISTENCY DETERMINATION

This proposed Project is: Exempt from the ALUCP
 Consistent
 Consistent with Conditions
 Inconsistent

The proposed project is located within the Airport Influence Area of Ontario International Airport (ONT) and was evaluated and found to be consistent with the policies and criteria of the Airport Land Use Compatibility Plan (ALUCP) for ONT.

Real Estate Transaction Disclosure Required.

Airport Planner Signature: _____

AIRPORT LAND USE COMPATIBILITY PLANNING

CONSISTENCY DETERMINATION REPORT

CD No.: 2020-008
PALU No.: _____

PROJECT CONDITIONS

The proposed project is located within the Airport Influence Area of Ontario International Airport (ONT) and was evaluated and found to be consistent with the Airport Land Use Compatibility Plan (ALUCP) for ONT. The applicant is required to meet the Real Estate Transaction Disclosure in accordance with California Codes (Business and Professions Code Section 11010-11024). New residential subdivisions within an Airport Influence Area are required to file an application for a Public Report consisting of a Notice of Intention (NOI) and a completed questionnaire with the Department of Real Estate and include the following language within the NOI:

NOTICE OF AIRPORT IN VICINITY This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you.



**ENGINEERING DEPARTMENT
CONDITIONS OF APPROVAL**

(Engineering Services Division [Land Development Section and Environmental Section], Traffic & Transportation Division, Ontario Municipal Utilities Company and Broadband Operations & Investment and Revenue Resources Department Conditions incorporated)

| | | |
|---|--|---|
| <input checked="" type="checkbox"/> DEVELOPMENT PLAN <input type="checkbox"/> OTHER | <input type="checkbox"/> PARCEL MAP <input type="checkbox"/> FOR CONDOMINIUM PURPOSES | <input checked="" type="checkbox"/> TRACT MAP |
| PROJECT FILE NO. TM-20335 RELATED FILE NO(S). PDEV20-003 | | |
| <input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> REVISED: __/__/__ | | |

CITY PROJECT ENGINEER & PHONE NO: Michael Bhatanawin, P.E. (909) 395-2130

CITY PROJECT PLANNER & PHONE NO: Diane Ayala (909) 395-2428

DAB MEETING DATE: November 16, 2020

PROJECT NAME / DESCRIPTION: TM-20335, a Tentative Tract Map to subdivide 9.62 acres of land into 93 lots (92 numbered lots and 1 lettered lot) within the MDR-18 (Medium Density Residential 11.1 to 18.0 DUs/acre) zoning district.

LOCATION: 2862 South Campus Avenue

APPLICANT: MLC Holdings

REVIEWED BY: Raymond Lee 10/30/20
 Raymond Lee, P.E. Date
 Assistant City Engineer

APPROVED BY: Khloi Do 11-2-20
 Khoi Do, P.E. Date
 City Engineer



THIS PROJECT SHALL COMPLY WITH THE REQUIREMENTS SET FORTH IN THE GENERAL STANDARD CONDITIONS OF APPROVAL ADOPTED BY THE CITY COUNCIL (RESOLUTION NO. 2017-027) AND THE PROJECT SPECIFIC CONDITIONS OF APPROVAL SPECIFIED IN HEREIN. ONLY APPLICABLE CONDITIONS OF APPROVAL ARE CHECKED. THE APPLICANT SHALL BE RESPONSIBLE FOR THE COMPLETION OF ALL APPLICABLE CONDITIONS OF APPROVAL PRIOR TO FINAL MAP APPROVAL, ISSUANCE OF PERMITS AND/OR OCCUPANCY CLEARANCE, AS SPECIFIED IN THIS REPORT.

| | |
|---|----------------------------|
| 1. PRIOR TO FINAL MAP APPROVAL, APPLICANT SHALL: | Check When Complete |
|---|----------------------------|

- | | | | |
|---|------|---|--------------------------|
| <input checked="" type="checkbox"/> | 1.01 | Dedicate to the City of Ontario, the right-of-way, described below: | <input type="checkbox"/> |
| <ul style="list-style-type: none"> A. Campus Ave to the ultimate half street right-of-way width of 50 feet along the project frontage B. Developer/Applicant shall exercise reasonable effort to procure interim half street right-of-way of 32 feet of right-of-way on Campus Ave along the property frontage of the existing residence (APN: 1051-531-06) adjacent to the southerly project boundary. Right-of-way is required to construct street improvements required per COA 2.17, herein. Right-of-way shall be dedicated to the City from the property owner of the existing residence adjacent to the southerly project boundary. C. Property line corner 'cut-back' required at all street intersections within the project boundaries | | | |
- | | | | |
|--|------|---|--------------------------|
| <input checked="" type="checkbox"/> | 1.02 | Dedicate to the City of Ontario, the following easement(s): | <input type="checkbox"/> |
| <ul style="list-style-type: none"> A. 35 feet wide easement for emergency access and public utility purposes along all private drives. See COA 2.26 and 2.29. B. 20 feet wide easement for emergency access and public utility purposes along all private alleys. See COA 2.26 and 2.29. | | | |
- | | | | |
|--------------------------|------|---|--------------------------|
| <input type="checkbox"/> | 1.03 | Restrict vehicular access to the site as follows: _____ | <input type="checkbox"/> |
|--------------------------|------|---|--------------------------|
- | | | | |
|--|------|--|--------------------------|
| <input checked="" type="checkbox"/> | 1.04 | Vacate the following street(s) and/or easement(s): | <input type="checkbox"/> |
| <ul style="list-style-type: none"> A. All interfering on-site easements shall be quitclaimed, vacated, and/or submit non-interference letter from affected owner/utility company. | | | |
- | | | | |
|-------------------------------------|------|--|--------------------------|
| <input checked="" type="checkbox"/> | 1.05 | Submit a copy of a recorded private reciprocal use agreement or easement. The agreement or easement shall ensure, at a minimum, common ingress and egress and joint maintenance of all common access areas and drive aisles. | <input type="checkbox"/> |
|-------------------------------------|------|--|--------------------------|
- | | | | |
|-------------------------------------|------|---|--------------------------|
| <input checked="" type="checkbox"/> | 1.06 | Provide (original document) Covenants, Conditions and Restrictions (CC&Rs) as applicable to the project and as approved by the City Attorney and the Engineering and Planning Departments, ready for recordation with the County of San Bernardino. The CC&Rs shall provide for, but not be limited to, common ingress and egress, joint maintenance responsibility for all common access improvements, common facilities, parking areas, utilities, median and landscaping improvements and drive approaches, in addition to maintenance requirements established in the Water Quality Management Plan (WQMP), as applicable to the project. The CC&Rs shall also address the maintenance and repair responsibility for public improvements/utilities (sewer, water, storm drain, recycled water, etc.) located within open space/easements. In the event of any maintenance or repair of these facilities, the City shall only restore disturbed areas to current City Standards. | <input type="checkbox"/> |
|-------------------------------------|------|---|--------------------------|



- 1.07 For all development occurring south of the Pomona Freeway (60-Freeway) and within the specified boundary limits (per Boundary Map found at <http://tceplumecleanup.com>), the property developer/owner is made aware of the South Archibald Trichloroethylene (TCE) Plume "Disclosure Letter". Property owner may wish to provide this Letter as part of the Real Estate Transfer Disclosure requirements under California Civil Code Section 1102 et seq. This may include notifications in the Covenants, Conditions and Restrictions (CC&Rs) or other documents related to property transfer and disclosures. Additional information on the plume is available from the Santa Ana Regional Water Quality Control Board at http://geotracker.waterboards.ca.gov/profile_report?global_id=T10000004658.

- 1.08 File an application for Reapportionment of Assessment, together with payment of a reapportionment processing fee, for each existing assessment district listed below. Contact the Financial Services Department at (909) 395-2124 regarding this requirement.
 - (1) _____
 - (2) _____

- 1.09 Prepare a fully executed Subdivision Agreement (on City approved format and forms) with accompanying security as required, or complete all public improvements.

- 1.10 Provide a monument bond (i.e. cash deposit) in an amount calculated by the City's approved cost estimate spreadsheet (available for download on the City's website: www.ci.ontario.ca.us) or as specified in writing by the applicant's Registered Engineer or Licensed Land Surveyor of Record and approved by the City Engineer, whichever is greater.

- 1.11 Provide a preliminary title report current to within 30 days.

- 1.12 File an application, together with an initial deposit (if required), to establish a Community Facilities District (CFD) pursuant to the Mello-Roos Community Facilities District Act of 1982. The application and fee shall be submitted a minimum of four (4) months prior to final subdivision map approval, and the CFD shall be established prior to final subdivision map approval or issuance of building permits, whichever occurs first. The CFD shall be established upon the subject property to provide funding for various City services. An annual special tax shall be levied upon each parcel or lot in an amount to be determined. The special tax will be collected along with annual property taxes. The City shall be the sole lead agency in the formation of any CFD. Contact Investment and Revenue Resources at (909) 395-2353 to initiate the CFD application process.

- 1.13 New Model Colony (NMC) Developments:
 - 1) Provide evidence of final cancellation of Williamson Act contracts associated with this tract, prior to approval of any final subdivision map. Cancellation of contracts shall have been approved by the City Council.
 - 2) Provide evidence of sufficient storm water capacity availability equivalents (Certificate of Storm Water Treatment Equivalents).
 - 3) Provide evidence of sufficient water availability equivalents (Certificate of Net MDD Availability).

- 1.14 Other conditions:
 - A. Obtain all off-site rights-of-way/easements necessary to construct the required public improvements identified within Section 2 of these Conditions of Approval.
 - B. Provide private easements for utilities, cross lot drainage, blanket emergency access and reciprocal access across all parcels in favor of all parcels (as needed).
 - C. Apply for a lot line adjustment for the subject parcels (APN: 1051-531-05 & 06).



2. PRIOR TO ISSUANCE OF ANY PERMITS, APPLICANT SHALL:

**A. GENERAL
 (Permits includes Grading, Building, Demolition and Encroachment)**

- 2.01 Record Tract Map No. 20335 pursuant to the Subdivision Map Act and in accordance with the City of Ontario Municipal Code.
- 2.02 Submit a duplicate photo mylar of the recorded map to the City Engineer's office.
- 2.03 Note that the subject parcel is a recognized parcel in the City of Ontario per _____
- 2.04 Note that the subject parcel is an 'unrecognized' parcel in the City of Ontario and shall require a Certificate of Compliance to be processed unless a deed is provided confirming the existence of the parcel prior to the date of _____
- 2.05 Apply for a: Certificate of Compliance with a Record of Survey; Lot Line Adjustment
 Make a Dedication of Easement.
- 2.06 Provide (original document) Covenants, Conditions and Restrictions (CC&R's), as applicable to the project, and as approved by the City Attorney and the Engineering and Planning Departments, ready for recordation with the County of San Bernardino. The CC&R's shall provide for, but not be limited to, common ingress and egress, joint maintenance of all common access improvements, common facilities, parking areas, utilities and drive approaches in addition to maintenance requirements established in the Water Quality Management Plan (WQMP), as applicable to the project.
- 2.07 For all development occurring south of the Pomona Freeway (60-Freeway) and within the specified boundary limits (per Boundary Map found at <http://tceplumecleanup.com/>), the property developer/owner is made aware of the South Archibald Trichloroethylene (TCE) Plume "Disclosure Letter". Property owner may wish to provide this Letter as part of the Real Estate Transfer Disclosure requirements under California Civil Code Section 1102 et seq. This may include notifications in the Covenants, Conditions and Restrictions (CC&Rs) or other documents related to property transfer and disclosures. Additional information on the plume is available from the Santa Ana Regional Water Quality Control Board at http://geotracker.waterboards.ca.gov/profile_report?global_id=T10000004658.
- 2.08 Submit a soils/geology report.
- 2.09 Other Agency Permit/Approval: Submit a copy of the approved permit and/or other form of approval of the project from the following agency or agencies:
 - State of California Department of Transportation (Caltrans)
 - San Bernardino County Road Department (SBCRD)
 - San Bernardino County Flood Control District (SBCFCD)
 - Federal Emergency Management Agency (FEMA)
 - Cucamonga Valley Water District (CVWD) for sewer/water service
 - United States Army Corps of Engineers (USACE)
 - California Department of Fish & Game
 - Inland Empire Utilities Agency (IEUA)
 - Other:
 - Southern California Edison (SCE) – for any improvements encroaching into their easements/property
- 2.10 Dedicate to the City of Ontario the right-of-way described below:
 _____ feet on _____



Property line corner 'cut-back' required at the intersection of _____
and _____.

- 2.11 Dedicate to the City of Ontario the following easement(s): _____

- 2.12 New Model Colony (NMC) Developments:
 - 1) Submit a copy of the permit from the San Bernardino County Health Department to the Engineering Department and the Ontario Municipal Utilities Company (OMUC) for the destruction/abandonment of the on-site water well. The well shall be destroyed/abandoned in accordance with the San Bernardino County Health Department guidelines.
 - 2) Make a formal request to the City of Ontario Engineering Department for the proposed temporary use of an existing agricultural water well for purposes other than agriculture, such as grading, dust control, etc. Upon approval, the Applicant shall enter into an agreement with the City of Ontario and pay any applicable fees as set forth by said agreement.
 - 3) Design proposed retaining walls to retain up to a maximum of three (3) feet of earth. In no case shall a wall exceed an overall height of nine (9) feet (i.e. maximum 6-foot high wall on top of a maximum 3-foot high retaining wall).

- 2.13 Submit a security deposit to the Engineering Department to guarantee construction of the public improvements required herein valued at _____% of the approved construction cost estimate. Security deposit shall be in accordance with the City of Ontario Municipal Code. Security deposit will be eligible for release, in accordance with City procedure, upon completion and acceptance of said public improvements.

- 2.14 **The applicant/developer shall submit all necessary survey documents prepared by a Licensed Surveyor registered in the State of California detailing all existing survey monuments in and around the project site. These documents are to be reviewed and approved by the City Survey Office.**

- 2.15 **Pay all Development Impact Fees (DIF) to the Building Department. Final fee shall be determined based on the approved site plan.**

- 2.16 Other conditions: _____



B. PUBLIC IMPROVEMENTS
 (See attached Exhibit 'A' for plan check submittal requirements.)

2.17 Design and construct full public improvements in accordance with the City of Ontario Municipal Code, current City standards and specifications, master plans and the adopted specific plan for the area, if any. These public improvements shall include, but not be limited to, the following (checked boxes):

| Improvement | Campus Avenue | All Interior Drives/Alleys (Private) | Street 3 | Street 4 |
|--|---|---|---|---|
| Curb and Gutter | <input checked="" type="checkbox"/> New; 38 ft. from C/L (A) <input type="checkbox"/> Replace damaged <input type="checkbox"/> Remove and replace | <input type="checkbox"/> New; ___ ft. from C/L <input type="checkbox"/> Replace damaged <input type="checkbox"/> Remove and replace | <input type="checkbox"/> New; ___ ft. from C/L <input type="checkbox"/> Replace damaged <input type="checkbox"/> Remove and replace | <input type="checkbox"/> New; ___ ft. from C/L <input type="checkbox"/> Replace damaged <input type="checkbox"/> Remove and replace |
| AC Pavement | <input type="checkbox"/> Replacement <input checked="" type="checkbox"/> Widen 16 additional feet along frontage, including pavm't transitions (B) | <input type="checkbox"/> Replacement <input type="checkbox"/> Widen ___ additional feet along frontage, including pavm't transitions | <input type="checkbox"/> Replacement <input type="checkbox"/> Widen ___ additional feet along frontage, including pavm't transitions | <input type="checkbox"/> Replacement <input type="checkbox"/> Widen ___ additional feet along frontage, including pavm't transitions |
| PCC Pavement (Truck Route Only) | <input type="checkbox"/> New <input type="checkbox"/> Modify existing | <input type="checkbox"/> New <input type="checkbox"/> Modify existing | <input type="checkbox"/> New <input type="checkbox"/> Modify existing | <input type="checkbox"/> New <input type="checkbox"/> Modify existing |
| Drive Approach | <input checked="" type="checkbox"/> New <input type="checkbox"/> Remove and replace | <input type="checkbox"/> New <input type="checkbox"/> Remove and replace | <input type="checkbox"/> New <input type="checkbox"/> Remove and replace | <input type="checkbox"/> New <input type="checkbox"/> Remove and replace |
| Sidewalk | <input checked="" type="checkbox"/> New (C) <input type="checkbox"/> Remove and replace | <input type="checkbox"/> New <input type="checkbox"/> Remove and replace | <input type="checkbox"/> New <input type="checkbox"/> Remove and replace | <input type="checkbox"/> New <input type="checkbox"/> Remove and replace |
| ADA Access Ramp | <input checked="" type="checkbox"/> New <input type="checkbox"/> Remove and replace | <input type="checkbox"/> New <input type="checkbox"/> Remove and replace | <input type="checkbox"/> New <input type="checkbox"/> Remove and replace | <input type="checkbox"/> New <input type="checkbox"/> Remove and replace |
| Parkway | <input type="checkbox"/> Trees <input checked="" type="checkbox"/> Landscaping (w/irrigation) | <input type="checkbox"/> Trees <input type="checkbox"/> Landscaping (w/irrigation) | <input type="checkbox"/> Trees <input type="checkbox"/> Landscaping (w/irrigation) | <input type="checkbox"/> Trees <input type="checkbox"/> Landscaping (w/irrigation) |
| Raised Landscaped Median | <input type="checkbox"/> New <input type="checkbox"/> Remove and replace | <input type="checkbox"/> New <input type="checkbox"/> Remove and replace | <input type="checkbox"/> New <input type="checkbox"/> Remove and replace | <input type="checkbox"/> New <input type="checkbox"/> Remove and replace |
| Fire Hydrant | <input checked="" type="checkbox"/> New <input type="checkbox"/> Relocation | <input type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation | <input type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation | <input type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation |



| | | | | |
|---|--|---|---|---|
| Sewer (see Sec. 2.C) | <input checked="" type="checkbox"/> Main <input checked="" type="checkbox"/> Lateral | <input checked="" type="checkbox"/> Main <input checked="" type="checkbox"/> Lateral | <input type="checkbox"/> Main <input type="checkbox"/> Lateral | <input type="checkbox"/> Main <input type="checkbox"/> Lateral |
| Water (see Sec. 2.D) | <input checked="" type="checkbox"/> Main <input checked="" type="checkbox"/> Service | <input checked="" type="checkbox"/> Main <input checked="" type="checkbox"/> Service | <input type="checkbox"/> Main <input type="checkbox"/> Service | <input type="checkbox"/> Main <input type="checkbox"/> Service |
| Recycled Water (see Sec. 2.E) | <input type="checkbox"/> Main <input type="checkbox"/> Service | <input type="checkbox"/> Main <input type="checkbox"/> Service | <input type="checkbox"/> Main <input type="checkbox"/> Service | <input type="checkbox"/> Main <input type="checkbox"/> Service |
| Traffic Signal System (see Sec. 2.F) | <input type="checkbox"/> New <input type="checkbox"/> Modify existing | <input type="checkbox"/> New <input type="checkbox"/> Modify existing | <input type="checkbox"/> New <input type="checkbox"/> Modify existing | <input type="checkbox"/> New <input type="checkbox"/> Modify existing |
| Traffic Signing and Striping (see Sec. 2.F) | <input checked="" type="checkbox"/> New <input checked="" type="checkbox"/> Modify existing | <input type="checkbox"/> New <input type="checkbox"/> Modify existing | <input type="checkbox"/> New <input type="checkbox"/> Modify existing | <input type="checkbox"/> New <input type="checkbox"/> Modify existing |
| Street Light (see Sec. 2.F) | <input checked="" type="checkbox"/> New <input type="checkbox"/> Relocation | <input type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation | <input type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation | <input type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation |
| Bus Stop Pad or Turn-out (see Sec. 2.F) | <input type="checkbox"/> New <input type="checkbox"/> Modify existing | <input type="checkbox"/> New <input type="checkbox"/> Modify existing | <input type="checkbox"/> New <input type="checkbox"/> Modify existing | <input type="checkbox"/> New <input type="checkbox"/> Modify existing |
| Storm Drain (see Sec. 2G) | <input type="checkbox"/> Main <input checked="" type="checkbox"/> Lateral | <input type="checkbox"/> Main <input type="checkbox"/> Lateral | <input type="checkbox"/> Main <input type="checkbox"/> Lateral | <input type="checkbox"/> Main <input type="checkbox"/> Lateral |
| Fiber Optics (see Sec. 2K) | <input checked="" type="checkbox"/> Conduit / Appurtenances | <input checked="" type="checkbox"/> Conduit / Appurtenances | <input type="checkbox"/> Conduit / Appurtenances | <input type="checkbox"/> Conduit / Appurtenances |
| Overhead Utilities | <input type="checkbox"/> Underground <input type="checkbox"/> Relocate | <input type="checkbox"/> Underground <input type="checkbox"/> Relocate | <input type="checkbox"/> Underground <input type="checkbox"/> Relocate | <input type="checkbox"/> Underground <input type="checkbox"/> Relocate |
| Removal of Improvements | _____ | _____ | _____ | _____ |
| Other Improvements | _____ | _____ | _____ | _____ |

Specific notes for improvements listed in item no. 2.17, above:

- A. Curb & gutter 38 ft. from C/L is required along project frontage. An interim asphalt berm 27 ft. from C/L is required along the existing residence adjacent to the southerly project boundary.
- B. 16 ft. additional widening is required along project frontage. 5 ft. additional widening is required along the existing residence adjacent to the southerly project boundary.
- C. Sidewalk is required along project frontage and existing residence adjacent to the southerly project boundary.



- 2.18 Construct a 2" asphalt concrete (AC) grind and overlay on the following street(s): _____
- 2.19 **Reconstruction of the full pavement structural section, per City of Ontario Standard Drawing number 1011, may be required based on the existing pavement condition and final street design. Minimum limits of reconstruction shall be along property frontage, from street centerline to curb/gutter.**
- 2.20 Make arrangements with the Cucamonga Valley Water District (CVWD) to provide water service sewer service to the site. This property is within the area served by the CVWD and Applicant shall provide documentation to the City verifying that all required CVWD fees have been paid.
- 2.21 Overhead utilities shall be under-grounded, in accordance with Title 7 of the City's Municipal Code (Ordinance No. 2804 and 2892). Developer may pay in-lieu fee, approximately _____, for undergrounding of utilities in accordance with Section 7-7.303.e of the City's Municipal Code.
- 2.22 Other conditions: _____

C. SEWER

- 2.23 A _____ inch sewer main is available for connection by this project in _____ (Ref: Sewer plan bar code: _____)
- 2.24 **Design and construct a sewer main extension on Campus Ave. A sewer main is not available for direct connection. The closest main is approximately 470 feet away at the intersection of Campus Ave & Merion St.**
- 2.25 Submit documentation that shows expected peak loading values for modeling the impact of the subject project to the existing sewer system. The project site is within a deficient public sewer system area. Applicant shall be responsible for all costs associated with the preparation of the model. Based on the results of the analysis, Applicant may be required to mitigate the project impact to the deficient public sewer system, including, but not limited to, upgrading of existing sewer main(s), construction of new sewer main(s) or diversion of sewer discharge to another sewer.
- 2.26 **Other conditions:**
 - A. **Construct an 8 inch public sewer main in Campus Ave connecting from Merion Street to the north to service the proposed development.**
 - B. **Construct an 8 inch public sewer main in the interior drives (private).**
 - C. **Construct an 6 inch public sewer main in the interior alleys (private).**
 - D. **Provide a sewer lateral to service the proposed restrooms and the small kitchen adjacent to the swimming pool.**
 - E. **Sewer Sub-Area Master Plan (SSAMP): Based on the provided sewer study 8/11/2020, most of the proposed sewer mains do not meet city's requirements such as a minimum slope of 0.0057 for 8" sewer main with cleansing velocity of 2.0 fps and D/d must be 0.5 or less. Any deviation from design guidelines aforementioned shall require the SSAMP to be updated and resubmitted to OMUC for review and approval at the precise grading plan check submittal.**

D. WATER

- 2.27 **An 8 inch water main is available for connection by this project in Campus Ave. (Ref: Water plan bar code: W11557)**
- 2.28 Design and construct a water main extension. A water main is not available for direct connection. The closest main is approximately _____ feet away.
- 2.29 **Other conditions:**
 - A. **Provide domestic water service(s) and a separate irrigation along with their own backflow devices to service the proposed restrooms and the small kitchen adjacent to the swimming pool.**
 - B. **All water services and/or main must be 10' from sewer main and/or laterals and four feet from all storm drain, wall to wall.**



C. Construct an 8 inch public water main in the interior drives (private).

E. RECYCLED WATER

- 2.30 A _____ inch recycled water main is available for connection by this project in _____.
(Ref: Recycled Water plan bar code: _____)
 - 2.31 Design and construct an on-site recycled water system for this project. A recycled water main does exist in the vicinity of this project.
 - 2.32 **Design and construct an on-site recycled water ready system for this project. A recycled water main does not currently exist in the vicinity of this project, but is planned for the near future. If Applicant would like to connect to this recycled water main when it becomes available, the cost for the connection shall be borne solely by the Applicant.**
 - 2.33 Submit two (2) hard copies and one (1) electronic copy, in PDF format, of the Engineering Report (ER), for the use of recycled water, to the OMUC for review and subsequent submittal to the California Department of Public Health (CDPH) for final approval.
- Note: The OMUC and the CDPH review and approval process will be approximately three (3) months. Contact the Ontario Municipal Utilities Company at (909) 395-2647 regarding this requirement.
- 2.34 Other conditions: _____

F. TRAFFIC / TRANSPORTATION

- 2.35 Submit a focused traffic impact study, prepared and signed by a Traffic/Civil Engineer registered in the State of California. The study shall address, but not be limited to, the following issues as required by the City Engineer:
 - 1. On-site and off-site circulation
 - 2. Traffic level of service (LOS) at 'build-out' and future years
 - 3. Impact at specific intersections as selected by the City Engineer
- 2.36 New traffic signal installations shall be added to Southern California Edison (SCE) customer account number # 2-20-044-3877.
- 2.37 **Other conditions:**
 - A. Design and construct a pedestrian hybrid beacon, new electrical service, and related signing and striping improvements at the intersection of Campus Ave and St. Andrews St for the existing marked crosswalk in accordance with all applicable standards and to the satisfaction of the City Engineer.**
 - B. Restrict parking a minimum of 20-feet on either side of the project driveways on Campus Ave. Parking shall be restricted on Campus Ave from St. Andrews St to the northerly project driveway. Parking shall be restricted along the narrowed section of Campus Avenue south of the southerly project driveway.**
 - C. Design and construct the pavement and striping transition from existing conditions to the widened portion. This includes, but is not limited to, removal of existing asphalt berm and repaving of Campus Ave north of the project site. Southbound Campus Ave signing and striping located north of St. Andrews St shall be modified as necessary to accommodate widening along project frontage.**
 - D. Design and construct in-fill public street lights and potential new service along the property frontage of Campus Avenue, in accordance with City of Ontario Traffic and Transportation Design Guidelines.**
 - E. Engineer-of-record shall meet with City Engineering staff prior to starting pedestrian hybrid beacon, signing/striping and street lighting design plans.**

G. DRAINAGE / HYDROLOGY

- 2.38 **A 27 inch storm drain main is available to accept flows from this project in Campus Ave.**
(Ref: Storm Drain plan bar code: D10392)



- 2.39 **Submit a hydrology study and drainage analysis, prepared and signed by a Civil Engineer registered in the State of California. The study shall be prepared in accordance with the San Bernardino County Hydrology Manual and City of Ontario standards and guidelines. Additional drainage facilities, including, but not limited to, improvements beyond the project frontage, may be required to be designed and constructed, by Applicant, as a result of the findings of this study.**
- 2.40 **An adequate drainage facility to accept additional runoff from the site does not currently exist downstream of the project. Design and construct a storm water detention facility on the project site. 100 year post-development peak flow shall be attenuated such that it does not exceed 80% of pre-development peak flows, in accordance with the approved hydrology study and improvement plans.**
- 2.41 **Submit a copy of a recorded private drainage easement or drainage acceptance agreement to the Engineering Department for the acceptance of any increase to volume and/or concentration of historical drainage flows onto adjacent property, prior to approval of the grading plan for the project.**
- 2.42 **Comply with the City of Ontario Flood Damage Prevention Ordinance (Ordinance No. 2409). The project site or a portion of the project site is within the Special Flood Hazard Area (SFHA) as indicated on the Flood Insurance Rate Map (FIRM) and is subject to flooding during a 100 year frequency storm. The site plan shall be subject to the provisions of the National Flood Insurance Program.**
- 2.43 **Other conditions:**
 - A. Onsite storm drain shall be privately owned and maintained.**

H. STORM WATER QUALITY / NATIONAL POLLUTANT DISCHARGE AND ELIMINATION SYSTEM (NPDES)

- 2.44 **401 Water Quality Certification/404 Permit – Submit a copy of any applicable 401 Certification or 404 Permit for the subject project to the City project engineer. Development that will affect any body of surface water (i.e. lake, creek, open drainage channel, etc.) may require a 401 Water Quality Certification from the California Regional Water Quality Control Board, Santa Ana Region (RWQCB) and a 404 Permit from the United States Army Corps of Engineers (USACE). The groups of water bodies classified in these requirements are perennial (flow year round) and ephemeral (flow during rain conditions, only) and include, but are not limited to, direct connections into San Bernardino County Flood Control District (SBCFCD) channels.
If a 401 Certification and/or a 404 Permit are not required, a letter confirming this from Applicant's engineer shall be submitted.
Contact information: USACE (Los Angeles District) (213) 452-3414; RWQCB (951) 782-4130.**
- 2.45 **Submit a Water Quality Management Plan (WQMP). This plan shall be approved by the Engineering Department prior to approval of any grading plan. The WQMP shall be submitted, utilizing the current San Bernardino County Stormwater Program template, available at: <http://www.sbcounty.gov/dpw/land/npdes.asp>.**
- 2.46 **Design and construct a Connector Pipe Trash Screen or equivalent Trash Treatment Control Device, per catch basin located within or accepting flows tributary of a Priority Land Use (PLU) area that meets the Full Capture System definition and specifications, and is on the Certified List of the State Water Resources Control Board. The device shall be adequately sized per catch basin and include a deflector screen with vector control access for abatement application, vertical support bars, and removable component to facilitate maintenance and cleaning.**
- 2.47 **Other conditions:** _____



J. SPECIAL DISTRICTS

- 2.48 File an application, together with an initial deposit (if required), to establish a Community Facilities District (CFD) pursuant to the Mello-Roos Community Facilities District Act of 1982. The application and fee shall be submitted a minimum of four (4) months prior to final subdivision map approval, and the CFD shall be established prior to final subdivision map approval or issuance of building permits, whichever occurs first. The CFD shall be established upon the subject property to provide funding for various City services. An annual special tax shall be levied upon each parcel or lot in an amount to be determined. The special tax will be collected along with annual property taxes. The City shall be the sole lead agency in the formation of any CFD. Contact Investment and Revenue Resources at (909) 395-2353 to initiate the CFD application process.
- 2.49 Other conditions: _____

K. FIBER OPTIC

- 2.50 Design and construct fiber optic system to provide access to the City's conduit and fiber optic system per the City's Fiber Optic Master Plan. Building entrance conduits shall start from the closest OntarioNet hand hole constructed along the project frontage in the ROW and shall terminate in the main telecommunications room for each building. Conduit infrastructure shall interconnect with the primary and/or secondary backbone fiber optic conduit system at the nearest OntarioNet hand hole. Limits of work are generally located along the project frontages of Campus Ave and all private drives.
- 2.51 Refer to the City's Fiber Optic Master Plan for design and layout guidelines. Contact the Broadband Operations Department at (909) 395-2000, regarding this requirement.

L. Solid Waste

- 2.52 Onsite solid waste shall be designed in accordance with the City's Solid Waste Manual location at:
<http://www.ontarioca.gov/municipal-utilities-company/solid-waste>
- 2.53 Other conditions:
- A. Final Solid Waste Handling Plan (SWHP): Prior to approval of any building permits, a final SWHP shall be submitted with the Precise Grading Plan for review and approval of Ontario Municipal Utility Company

3. PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY, APPLICANT SHALL:

- 3.01 Set new monuments in place of any monuments that have been damaged or destroyed as a result of construction of the subject project. Monuments shall be set in accordance with City of Ontario standards and to the satisfaction of the City Engineer.
- 3.02 Complete all requirements for recycled water usage.
- 1) Procure from the OMUC a copy of the letter of confirmation from the California Department of Public Health (CDPH) that the Engineering Report (ER) has been reviewed and the subject site is approved for the use of recycled water.
- 2) Obtain clearance from the OMUC confirming completion of recycled water improvements and passing of shutdown tests and cross connection inspection, upon availability/usage of recycled water.
- 3) Complete education training of on-site personnel in the use of recycled water, in accordance with the ER, upon availability/usage of recycled water.



- 3.03** The applicant/developer shall submit all final survey documents prepared by a Licensed Surveyor registered in the State of California detailing all survey monuments that have been preserved, revised, adjusted or set along with any maps, corner records or Records of Survey needed to comply with these Conditions of Approvals and the latest edition of the California Professional Land Survey Act. These documents are to be reviewed and approved by the City Survey Office.
- 3.04** NMC Projects: For developments located at an intersection of any two collector or arterial streets, the applicant/developer shall set a monument if one does not already exist at that intersection. Contact the City Survey office for information on reference benchmarks, acceptable methodology and required submittals.
- 3.05** Confirm payment of all Development Impact Fees (DIF) to the Building Department.
- 3.06** Submit electronic copies (PDF and Auto CAD format) of all approved improvement plans, studies and reports (i.e. hydrology, traffic, WQMP, etc.).

4. PRIOR TO FINAL ACCEPTANCE, APPLICANT SHALL:

- 4.01** Complete all Conditions of Approval listed under Sections 1-3 above.
- 4.02** Pay all outstanding fees pursuant to the City of Ontario Municipal Code, including but not limited to, plan check fees, inspection fees and Development Impact Fees.
- 4.03** The applicant/developer shall submit a written request for the City's final acceptance of the project addressed to the City Project Engineer. The request shall state that all Conditions of Approval have been completed and shall be signed by the applicant/developer. Upon receipt of the request, review of the request shall be a minimum of 10 business days. Conditions of Approval that are deemed incomplete by the City will cause delays in the acceptance process.
- 4.04** Submit record drawings (mylar and PDF) for all public improvements identified within Section 2 of these Conditions of Approval.



EXHIBIT 'A'

ENGINEERING DEPARTMENT First Plan Check Submittal Checklist

Project Number: PDEV20-003, and/or Tract Map No. 20335

The following items are required to be included with the first plan check submittal:

1. **A copy of this check list**
2. **Payment of fee for Plan Checking**
3. **One (1) copy of Engineering Cost Estimate (on City form) with engineer's wet signature and stamp.**
4. **One (1) copy of project Conditions of Approval**
5. **Include a PDF (electronic submittal) of each required improvement plan at every submittal.**
6. **Two (2) sets of Potable and Recycled Water demand calculations (include water demand calculations showing low, average and peak water demand in GPM for the proposed development and proposed water meter size).**
7. **Three (3) sets of Public Street improvement plan with street cross-sections**
8. **Three (3) sets of Private Street improvement plan with street cross-sections**
9. **Four (4) sets of Public Water improvement plan (include water demand calculations showing low, average and peak water demand in GPM for the proposed development and proposed water meter size)**
10. **Four (4) sets of Recycled Water improvement plan (include recycled water demand calculations showing low, average and peak water demand in GPM for the proposed development and proposed water meter size and an exhibit showing the limits of areas being irrigated by each recycled water meter)**
11. **Four (4) sets of Public Sewer improvement plan**
12. **Five (5) sets of Public Storm Drain improvement plan**
13. **Three (3) sets of Public Street Light improvement plan**
14. **Three (3) sets of Signing and Striping improvement plan**
15. **Three (3) sets of Fiber Optic plan (include Auto CAD electronic submittal)**
16. **Three (3) sets of Dry Utility plans within public right-of-way (at a minimum the plans must show existing and ultimate right-of-way, curb and gutter, proposed utility location including centerline dimensions, wall to wall clearances between proposed utility and adjacent public line, street work repaired per Standard Drawing No. 1306. Include Auto CAD electronic submittal)**
17. **Three (3) sets of Traffic Signal improvement plan and One (1) copy of Traffic Signal Specifications with modified Special Provisions. Please contact the Traffic Division at (909) 395-2154 to obtain Traffic Signal Specifications.**
18. **Two (2) copies of Water Quality Management Plan (WQMP), including one (1) copy of the approved Preliminary WQMP (PWQMP).**
19. **One (1) copy of Hydrology/Drainage study**
20. **One (1) copy of Soils/Geology report**



21. **Payment for Final Map/Parcel Map processing fee**
22. **Three (3) copies of Final Map/Parcel Map**
23. **One (1) copy of approved Tentative Map**
24. **One (1) copy of Preliminary Title Report (current within 30 days)**
25. **One (1) copy of Traverse Closure Calculations**
26. **One (1) set of supporting documents and maps (legible copies): referenced improvement plans (full size), referenced record final maps/parcel maps (full size, 18"x26"), Assessor's Parcel map (full size, 11"x17"), recorded documents such as deeds, lot line adjustments, easements, etc.**
27. Two (2) copies of Engineering Report and an electronic file (include PDF format electronic submittal) for recycled water use
28. **Other:**
 - A. **Two (2) copies of a Lot Line Adjustment (legal and plat)**

RESOLUTION NO.

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ONTARIO, CALIFORNIA, APPROVING FILE NO. PDEV20-003, A DEVELOPMENT PLAN TO CONSTRUCT 92 SINGLE-FAMILY DETACHED HOMES ON 7.32 ACRES OF LAND LOCATED AT 2862 SOUTH CAMPUS AVENUE, WITHIN THE MDR-18 (MEDIUM DENSITY RESIDENTIAL - 11.1 TO 18 DU/AC) ZONING DISTRICT, AND MAKING FINDINGS IN SUPPORT THEREOF—APNS: 1051-531-05 & 1051-531-06.

WHEREAS, MLC Holdings, Inc. (hereinafter referred to as "Applicant") has filed an Application for the approval of a Development Plan, File No. PDEV20-003, as described in the title of this Resolution (hereinafter referred to as "Application" or "Project"); and

WHEREAS, the Application applies to 7.32 acres of land generally located south of St. Andrews Street and north of Riverside Street, at 2862 South Campus Avenue within the MDR-18 (Medium Density Residential – 11.1 to 18 du/ac) zoning district, and is unimproved; and

WHEREAS, the properties located east, north and west of the Project site are within the LDR-5 (Low Density Residential– 2.1 to 5 du/ac) zoning district and is developed with single-family residential. The property to the south is within the MDR-18 (Medium Density Residential – 11.1 to 18 du/ac) zoning district, and is developed with multiple-family residential; and

WHEREAS, the Project is contingent upon Planning Commission approval of related Tentative Tract Map (TT 20335), File No. PMTT20-002, to subdivide 7.32 acres of land into one lot for condominium purposes, common areas, private streets and alleys, and neighborhood landscape edge; and

WHEREAS, the Project will facilitate the construction of 92 two-story, single-family residential dwelling units and a recreational area. Dwelling units will be constructed in four floor plans and will range in size from 1,465 square feet to 1,955 square feet in four architectural styles (Santa Barbara, Minimal Traditional, Coastal, and Farmhouse); and

WHEREAS, The Ontario Plan Environmental Impact Report (State Clearinghouse No. 2008101140) was certified on January 27, 2010 (hereinafter referred to as "Certified EIR"), in which development and use of the Project site was discussed; and

WHEREAS, the Planning Director of the City of Ontario prepared and approved for attachment to the certified Environmental Impact Report, an Addendum to the Certified EIR (hereinafter referred to as "EIR Addendum") in accordance with the requirements of

the California Environmental Quality Act of 1970, together with State and local guidelines implementing said Act, all as amended to date (collectively referred to as "CEQA"); and

WHEREAS, the environmental impacts of this project were thoroughly analyzed in the EIR Addendum, which concluded that implementation of the Project could result in a number of significant effects on the environment that were previously analyzed in the Certified EIR, and that the Certified EIR identified mitigation measures that would reduce each of those significant effects to a less-than-significant level; and

WHEREAS, the City's "Local Guidelines for the Implementation of the California Environmental Quality Act (CEQA)" provide for the use of a single environmental assessment in situations where the impacts of subsequent projects are adequately analyzed; and

WHEREAS, the Application is a project pursuant to the California Environmental Quality Act — Public Resources Code Section 21000 et seq. — (hereinafter referred to as "CEQA") and an EIR Addendum has been prepared to determine possible environmental impacts; and

WHEREAS, Ontario Development Code Table 2.02-1 (Review Matrix) grants the Planning Commission the responsibility and authority to review and act on the subject Application; and

WHEREAS, the Project has been reviewed for consistency with the Housing Element of the Policy Plan component of The Ontario Plan, as State Housing Element law (as prescribed in Government Code Sections 65580 through 65589.8) requires that development projects must be consistent with the Housing Element, if upon consideration of all its aspects, it is found to further the purposes, principals, goals, and policies of the Housing Element; and

WHEREAS, the Project is located within the Airport Influence Area of Ontario International Airport, which encompasses lands within parts of San Bernardino, Riverside, and Los Angeles Counties, and is subject to, and must be consistent with, the policies and criteria set forth in the Ontario International Airport Land Use Compatibility Plan (hereinafter referred to as "ALUCP"), which applies only to jurisdictions within San Bernardino County, and addresses the noise, safety, airspace protection, and overflight impacts of current and future airport activity; and

WHEREAS, City of Ontario Development Code Division 2.03 (Public Hearings) prescribes the manner in which public notification shall be provided and hearing procedures to be followed, and all such notifications and procedures have been completed; and

WHEREAS, on November 16, 2020, the Development Advisory Board of the City of Ontario conducted a hearing to consider the Addendum and the Project, and concluded said hearing on that date, voting to issue Decision Nos. DAB20-066 and DAB20-068, respectively, recommending that the Planning Commission approve the Application; and

WHEREAS, as the first action on the Project, on November 24, 2020, the Planning Commission issued a Resolution adopting the EIR Addendum, finding that the proposed Project introduces no new significant environmental impacts and applying all previously adopted mitigation measures to the Project, which were incorporated by reference; and

WHEREAS, on November 24, 2020, the Planning Commission of the City of Ontario conducted a hearing to consider the Project, and concluded said hearing on that date; and

WHEREAS, all legal prerequisites to the adoption of this Resolution have occurred.

NOW, THEREFORE, IT IS HEREBY FOUND, DETERMINED, AND RESOLVED by the Planning Commission of the City of Ontario, as follows:

SECTION 1: Housing Element Compliance. Pursuant to the requirements of California Government Code Chapter 3, Article 10.6, commencing with Section 65580, as the decision-making body for the Project, the Planning Commission finds that based upon the facts and information contained in the Application and supporting documentation, at the time of Project implementation, the Project is consistent with the Housing Element of the Policy Plan (General Plan) component of The Ontario Plan, as the project site is not one of the properties in the Available Land Inventory contained in Table A-3 (Available Land by Planning Area) of the Housing Element Technical Report Appendix.

SECTION 2: Ontario International Airport Land Use Compatibility Plan (“ALUCP”) Compliance. The California State Aeronautics Act (Public Utilities Code Section 21670 et seq.) requires that an Airport Land Use Compatibility Plan be prepared for all public use airports in the State; and requires that local land use plans and individual development proposals must be consistent with the policies set forth in the adopted Airport Land Use Compatibility Plan. On April 19, 2011, the City Council of the City of Ontario approved and adopted the ALUCP, establishing the Airport Influence Area for Ontario International Airport (hereinafter referred to as “ONT”), which encompasses lands within parts of San Bernardino, Riverside, and Los Angeles Counties, and limits future land uses and development within the Airport Influence Area, as they relate to noise, safety, airspace protection, and overflight impacts of current and future airport activity. As the decision-making authority for the Project, the Planning Commission has reviewed and considered the facts and information contained in the Application and supporting documentation against the ALUCP compatibility factors, including [1] Safety Criteria (ALUCP Table 2-2) and Safety Zones (ALUCP Map 2-2), [2] Noise Criteria (ALUCP Table

2-3) and Noise Impact Zones (ALUCP Map 2-3), [3] Airspace protection Zones (ALUCP Map 2-4), and [4] Overflight Notification Zones (ALUCP Map 2-5). As a result, the PLANNING COMMISSION, therefore, finds and determines that the Project, when implemented in conjunction with the conditions of approval, will be consistent with the policies and criteria set forth within the ALUCP.

SECTION 3: Concluding Facts and Reasons. Based upon the substantial evidence presented to the Planning Commission during the above-referenced hearing, and upon the specific findings set forth in Sections 1 and 2, above, the Planning Commission hereby concludes as follows:

(1) ***The proposed development at the proposed location is consistent with the goals, policies, plans and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan.*** The proposed Project is located within the Medium Density Residential land use district of the Policy Plan Land Use Map, and the MDR-18 (Medium Density Residential – 11.1 to 18 du/ac) zoning district. The development standards and conditions under which the proposed Project will be constructed and maintained, is consistent with the goals, policies, plans, and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan.

(2) ***The proposed development is compatible with those on adjoining sites in relation to location of buildings, with particular attention to privacy, views, any physical constraint identified on the site and the characteristics of the area in which the site is located.*** The Project has been designed consistent with the requirements of the City of Ontario Development Code and the MDR-18 (Medium Density Residential – 11.1 to 18 du/ac) zoning district, including standards relative to the particular residential land use proposed, as-well-as building intensity, building and parking setbacks, building height, number of off-street parking and loading spaces, on-site and off-site landscaping, and fences, walls and obstructions.

(3) ***The proposed development will complement and/or improve upon the quality of existing development in the vicinity of the project and the minimum safeguards necessary to protect the public health, safety and general welfare have been required of the proposed project.*** The Development Advisory Board has required certain safeguards, and impose certain conditions of approval, which have been established to ensure that: [i] the purposes of the Development Code are maintained; [ii] the project will not endanger the public health, safety or general welfare; [iii] the project will not result in any significant environmental impacts; [iv] the project will be in harmony with the area in which it is located; and [v] the project will be in full conformity with the Vision, City Council Priorities and Policy Plan components of The Ontario Plan.

(4) ***The proposed development is consistent with the development standards and design guidelines set forth in the Development Code, or applicable specific plan or planned unit development.*** The proposed Project has been reviewed for consistency with the general development standards and guidelines of the Development Code that are applicable to the proposed Project, including building intensity, building and parking setbacks, building height, amount of off-street parking and loading spaces, parking lot dimensions, design and landscaping, bicycle parking, on-site landscaping, and fences and walls, as-well-as those development standards and guidelines specifically related to the particular land use being proposed ([insert land use]). As a result of this review, the Development Advisory Board has determined that the Project, when implemented in conjunction with the conditions of approval, will be consistent with the development standards and guidelines described in the Development Code.

SECTION 4: Planning Commission Action. Based upon the findings and conclusions set forth in Sections 1 through 3, above, the Planning Commission hereby APPROVES the herein described Application, subject to each and every condition set forth in the Department reports attached hereto as “Attachment A,” and incorporated herein by this reference.

SECTION 5: Indemnification. The Applicant shall agree to defend, indemnify and hold harmless, the City of Ontario or its agents, officers, and employees from any claim, action or proceeding against the City of Ontario or its agents, officers or employees to attack, set aside, void, or annul this approval. The City of Ontario shall promptly notify the applicant of any such claim, action, or proceeding, and the City of Ontario shall cooperate fully in the defense.

SECTION 6: Custodian of Records. The documents and materials that constitute the record of proceedings on which these findings have been based are located at the City of Ontario City Hall, 303 East “B” Street, Ontario, California 91764. The custodian for these records is the City Clerk of the City of Ontario.

SECTION 7: Certification to Adoption. The Secretary shall certify to the adoption of the Resolution.

The Secretary Pro Tempore for the Planning Commission of the City of Ontario shall certify as to the adoption of this Resolution.

I hereby certify that the foregoing Resolution was duly and regularly introduced, passed and adopted by the Planning Commission of the City of Ontario at a regular meeting thereof held on the 24th day of November 2020, and the foregoing is a full, true and correct copy of said Resolution, and has not been amended or repealed.

Jim Willoughby
Planning Commission Chairman

ATTEST:

Rudy Zeledon
Planning Director and
Secretary to the Planning Commission

STATE OF CALIFORNIA)
COUNTY OF SAN BERNARDINO)
CITY OF ONTARIO)

I, Gwen Berendsen, Secretary Pro Tempore of the Planning Commission of the City of Ontario, DO HEREBY CERTIFY that foregoing Resolution No. _____ was duly passed and adopted by the Planning Commission of the City of Ontario at their regular meeting held on November 24, 2020, by the following roll call vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

Gwen Berendsen
Secretary Pro Tempore

ATTACHMENT A:

**File No. PDEV20-003
Departmental Conditions of Approval**

(Departmental conditions of approval to follow this page)



CITY OF ONTARIO

MEMORANDUM

TO: Chairman and Members of the Planning Commission

FROM: Rudy Zeledon, Planning Director *RZ*

DATE: November 24, 2020

SUBJECT: MONTHLY PLANNING DEPARTMENT ACTIVITY REPORT; MONTHS OF SEPTEMBER 2020 AND OCTOBER 2020

Attached, you will find the Planning Department Monthly Activity Report for the months of September 2020 and October 2020. The report describes all new applications received by the Planning Department and actions taken on applications during the month. Please contact me if you have any questions regarding this information.

The attached reports, along with reports from past months, may also be viewed on the City's web site. New applications may be viewed at <http://www.ontarioca.gov/planning/reports/monthly-activity-reports-applications>, and actions taken on applications may be viewed at <http://www.ontarioca.gov/planning/reports/monthly-activity-reports-actions>.



Monthly Activity Report; Actions

Month of September 2020

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

CITY COUNCIL/HOUSING AUTHORITY MEETING September 1, 2020

No Planning Department Items on the Agenda

DEVELOPMENT ADVISORY BOARD MEETING September 9, 2020

Meeting Cancelled

ZONING ADMINISTRATOR MEETING September 9, 2020

Meeting Cancelled

CITY COUNCIL/HOUSING AUTHORITY MEETING September 15, 2020

ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT AGREEMENT REVIEW FOR FILE NO. PDA18-006: A Development Agreement (File No. PDA18-006) between the City of Ontario and Ontario CC, LLC, to establish the terms and conditions for the development of Tentative Parcel Map 20027 (File No. PMTT18-009), for a 46.64 acre property located at the southwest corner of Riverside Drive and Hamner Avenue, within the proposed Neighborhood Commercial, Business Park and Light Industrial land use designations of the Edenglen Specific Plan. Staff has prepared an Addendum to The Ontario Plan (File No. PGPA06-001) EIR (SCH# 2008101140) certified by City Council on January 27, 2010. This application introduces no new significant environmental impacts, and all previously-adopted mitigation measures are a condition of project approval. The proposed project is located within the Airport Influence Area of Ontario International Airport and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP). (APNs: 0218-171-21 and 0218-171-27) **submitted by Ontario CC, LLC. The Planning Commission recommended approval of this item on August 25, 2020, with a vote of 6 to 0.**

Action: The City Council introduced and waived further reading of an ordinance approving the Development Agreement (File No. PDA18-006).

ENVIRONMENTAL ASSESSMENT, GENERAL PLAN AMENDMENT AND SPECIFIC PLAN AMENDMENT REVIEW FOR FILE NOS. PGPA18-002 AND PSPA18-003: A request for the following entitlements: 1) A General Plan Amendment (File No. PGPA18-002) to modify the Policy Plan (General Plan) Land Use Plan (Exhibit LU-01) component of The Ontario Plan, changing the land use designation of

approximately 46 acres of land from General Commercial and Business Park to 4.13 acres of Neighborhood Commercial, 3.51 acres of Business Park and 39 acres of Industrial; 3) Modify the Future Buildout Table (Exhibit LU-03) to be consistent with the land use designation changes; and 3) An amendment (File No. PSPA18-003) to the Edenglen Specific Plan to change the land use designation from Community Commercial, Commercial/Business Park Flex Zone and Business Park/Light Industrial to 4.13 acres of Neighborhood Commercial, 3.51 acres of Business Park and 39 acres of Light Industrial including updates to the development standards, exhibits and text changes to reflect the proposed land uses. The project site is located on the southwest corner of Riverside Drive and Hamner Avenue. Staff has prepared an Addendum to The Ontario Plan (File No. PGPA06-001) EIR (SCH# 2008101140) certified by City Council on January 27, 2010. This application introduces no new significant environmental impacts. The proposed project is located within the Airport Influence Area of Ontario International Airport and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP). (APNs: 218-171-21 & 218-171-27) **submitted by Ontario CC, LLC. The Planning Commission recommended approval of this item on August 25, 2020, with a vote of 6 to 0.**

Action: The City Council motioned to continue to an undetermined date and item will be re-advertised.

ENVIRONMENTAL ASSESSMENT, GENERAL PLAN AMENDMENT, AND SPECIFIC PLAN REVIEW FOR FILE

NOS. PGPA18-008 AND PSP18-002: A public hearing to consider certification of the Environmental Impact Report (SCH#. 2019050018), including the adoption of a Mitigation Monitoring and Reporting Program and a Statement of Overriding Considerations, in conjunction with the following: [1] A General Plan Amendment (File No. PGPA18-008) to modify the Land Use Plan (Exhibit LU-01) of the Policy Plan (General Plan) component of The Ontario Plan, changing the land use designations on 85.6 acres of land, from General Commercial (0.4 FAR), Office Commercial (0.75 FAR), and Low-Medium Density Residential (5.1-11 dwelling units per acre) to Business Park (0.6 FAR) and General Industrial (0.55 FAR), and modify the Future Buildout Table (Exhibit LU-03) to be consistent with the land use designation changes; and [2] A Specific Plan (File No. PSP18-002 - Ontario Ranch Business Park) to establish the land use districts, development standards, design guidelines, and infrastructure improvements for the potential development of up to 1,905,027 square feet of General Industrial and Business Park land uses on the project site, generally bordered by Eucalyptus Avenue on the north, Merrill Avenue on the south, Sultana Avenue on the east, and Euclid Avenue on the west. The proposed project is located within the Airport Influence Area of Ontario International Airport and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP). The project site is also located within the Airport Influence area of Chino Airport and is consistent with policies and criteria set forth within the 2011 California Airport Land Use Planning Handbook published by the California Department of Transportation, Division of Aeronautics; (APNs: 1054-011-01, 1054-011-02, 1054-011-04; 1054-021-01, 1054-021-02; 1054-271-01, 1054-271-02, 1054-271-03, 1054-281-01, 1054-281-02, and 1054-281-03) **submitted by REDA, OLV. Planning Commission recommended approval of this item on July 28, 2020 with a vote of 6 to 0.**

Action: The City Council adopted resolutions approving the General Plan Amendment (File No. PGPA18-008), and introduce and waive further reading of the ordinance approving the Ontario Ranch Business Park Specific Plan (File No. PSP18-002).

DEVELOPMENT ADVISORY BOARD MEETING September 21, 2020

ENVIRONMENTAL ASSESSMENT, TRACT MAP, AND DEVELOPMENT PLAN REVIEW FOR FILE NOS.

PMTT19-010 (TM 20285) AND PDEV19-030: A Tentative Tract Map (File No. PMTT19-010, TT 20285) to subdivide 8.57 acres of land into 11 numbered lots and 6 lettered lots, in conjunction with a Development Plan (File No. PDEV19-030) to construct 126 multiple-family dwellings generally located at the northeast corner of Clifton and Eucalyptus Avenues, within the PA-4 land use district of the Esperanza Specific Plan. The environmental impacts of this project were previously reviewed in conjunction with The Ontario Plan (File No. PGPA06-001) EIR (SCH# 2008101140), which was certified by the City Council on January 27, 2010. This application introduces no new significant environmental impacts. The proposed project is located within the Airport Influence Area of Ontario International Airport and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP); (APN: 0218-302-01) **submitted by Patrick McCabe, Christopher Development Group, Inc. Planning Commission action is required.**

Action: The Development Advisory Board recommended the Planning Commission approve the project, subject to conditions.

ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT PLAN REVIEW FOR FILE NO. PDEV20-006:

A Development Plan to construct 226 single-family dwellings on 53.79 acres of land generally located at the northwest corner of Haven and Bellegrave Avenues, within Planning Areas 28 (Conventional Medium Lot) and 29 (Conventional Medium Lot) of the Subarea 29 Specific Plan. The environmental impacts of this project were previously reviewed in conjunction with an Addendum to the Subarea 29 Specific Plan Environmental Impact Report (File No. PSPA14-002, SCH #2004011009), certified by the City Council on April 21, 2015. This project introduces no new significant environmental impacts. The proposed project is located within the Airport Influence Area of Ontario International Airport and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP). The project site is also located within the Airport Influence area of Chino Airport and is consistent with policies and criteria set forth within the 2011 California Airport Land Use Planning Handbook published by the California Department of Transportation, Division of Aeronautics; (APNs: 0218-321-17 and 0218-321-30) **submitted by Lennar Homes of California, Inc. Planning Commission action is required.**

Action: The Development Advisory Board recommended the Planning Commission approve the project, subject to conditions.

ZONING ADMINISTRATOR MEETING September 21, 2020

ENVIRONMENTAL ASSESSMENT AND CONDITIONAL USE PERMIT REVIEW FOR FILE NO. PCUP19-003: A Conditional Use Permit to establish alcoholic beverage sales for consumption off the premises, limited to beer and wine (Type 20 ABC License), in conjunction with a 3,500 square foot convenience store on 0.97 acres of land, located at the 2200 South Archibald Avenue, within the

Support Commercial land use district of the Archibald Center Specific Plan. The project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15301 (Class 1, Existing Facilities) of the CEQA Guidelines. The proposed project is located within the Airport Influence Area of Ontario International Airport and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP); (APN: 1083-011-20) **submitted by Atabak Youssefzadeh.**

Action: The Zoning Administrator approved the project, subject to conditions.

ENVIRONMENTAL ASSESSMENT AND CONDITIONAL USE PERMIT REVIEW FOR FILE NO. PCUP19-011: A Conditional Use Permit to establish alcoholic beverage sales for consumption off the premises, limited to beer and wine (Type 20 ABC License), in conjunction with a 4,088 square foot convenience store (7-Eleven) on 1.54 acres of land, located at the 3500 East Fourth Street, within the Commercial land use district of the Piemonte Overlay of the Ontario Center Specific Plan. The project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15301 (Class 1, Existing Facilities) of the CEQA Guidelines. The proposed project is located within the Airport Influence Area of Ontario International Airport and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP); (APN: 0210-531-11) **submitted by Lewis Piemonte Land, LLC.**

Action: The Zoning Administrator approved the project, subject to conditions.

PLANNING/HISTORIC PRESERVATION COMMISSION MEETING September 22, 2020

ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT PLAN REVIEW FOR FILE NO. PDEV20-006: A Development Plan to construct 226 single-family dwellings on 53.79 acres of land generally located at the northwest corner of Haven and Bellegrave Avenues, within Planning Areas 28 (Conventional Medium Lot) and 29 (Conventional Medium Lot) of the Subarea 29 Specific Plan. The environmental impacts of this project were previously reviewed in conjunction with an Addendum to the Subarea 29 Specific Plan Environmental Impact Report (File No. PSPA14-002, SCH #2004011009), certified by the City Council on April 21, 2015. This project introduces no new significant environmental impacts. The proposed project is located within the Airport Influence Area of Ontario International Airport and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP). The project site is also located within the Airport Influence area of Chino Airport and is consistent with policies and criteria set forth within the 2011 California Airport Land Use Planning Handbook published by the California Department of Transportation, Division of Aeronautics. (APNs: 0218-321-17 and 0218-321-30) **submitted by Lennar Homes of California, Inc.**

Action: The Planning Commission adopted a resolution approving the Development Plan (File No. PDEV20-006), subject to conditions.

ENVIRONMENTAL ASSESSMENT AND HISTORIC DISTRICT DESIGNATION REVIEW FOR FILE NO. PHP18-028: A request for a Local Historic District Designation of the Graber Olive House Historic District as Historic District No. 8, located at the northeast corner of East Fourth Street and North Columbia

Avenue, within the College Park Historic District, at 301 East Fourth Street, 315 East Fourth Street, 405 East Fourth Street, and 406 East Harvard Place, within the LDR-5 (Low Density Residential – 2.1 to 5.0 DU/Acre) zoning district. The request is not a “Project” pursuant to Section 21065 of the CEQA Guidelines; (APNs: 1047-543-01, 1047-543-31, 1047-543-30, 1047-543-20) **submitted by Clifford Graber II. This item was continued from the August 25, 2020 Planning Commission meeting. City Council action required.**

Action: The Historic Preservation Commission adopted a resolution approving the Local Historic District Designation (File No. PHP18-028).

ENVIRONMENTAL ASSESSMENT LANDMARK DESIGNATION REVIEW FOR FILE NO. PHP18-029: A request for a Local Landmark Designation of a single-family residence, a Contributor to the Designated College Park Historic District, located at 301 East Fourth Street, within the LDR-5 (Low Density Residential – 2.1 to 5.0 DU/Acre) zoning district. The request is not a “Project” pursuant to Section 21065 of the CEQA Guidelines; (APN: 1047-543-01) **submitted by Clifford Graber II. This item was continued from the August 25, 2020 Planning Commission meeting. City Council action required.**

Action: The Historic Preservation Commission adopted a resolution approving the Local Landmark Designation (File No. PHP18-029).

ENVIRONMENTAL ASSESSMENT, GENERAL PLAN AMENDMENT, AND ZONE CHANGE REVIEW FOR FILE NOS. PGPA19-009 AND PZC19-003: A General Plan Amendment (File No. PGPA19-009) to modify the Land Use Map (Exhibit LU-01) component of The Ontario Plan, changing the land use designation from Rural Residential to Low-Medium Density Residential on 0.21-acre of land and modify the Future Buildout Table (Exhibit LU-03) to be consistent with the proposed land use designation change, and a Zone Change on the project site (File No. PZC19-003), from AR-2 (Residential-Agricultural – 0 to 2.0 DUs/Acre) to MDR-11 (Medium Density Residential – 5.1 to 11.0 DUs/Acre), generally located west of 1524 and 1526 South Euclid Avenue. Staff has prepared an Addendum to The Ontario Plan (File No. PGPA06-001) Environmental Impact Report (SCH# 2008101140), certified by the City Council on January 27, 2010. This application introduces no new significant environmental impacts. The proposed project is located within the Airport Influence Area of Ontario International Airport and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP); (APN: 1050-061-16) **submitted by Blaise D’Angelo. This item was continued from the August 25, 2020 Planning Commission meeting. City Council action is required.**

Action: The Planning Commission adopted resolutions recommending that the City Council approve the General Plan Amendment (File No. PGPA19-009) and the Zone Change (File No. PZC19-003).

ENVIRONMENTAL ASSESSMENT, GENERAL PLAN AMENDMENT, AND SPECIFIC PLAN AMENDMENT FOR FILE NOS. PGPA19-003 AND PSPA19-003: A General Plan Amendment (File No. PGPA19-003) to modify the Policy Plan (General Plan) Land Use Plan (Exhibit LU-01) component of The Ontario Plan, changing the land use designation on approximately 23.8 gross acres of land, from Low Density Residential to Medium Density Residential, in conjunction with a modification to the Future Buildout Table (Exhibit LU-03) consistent with the proposed land use designation change, and an Amendment to the Esperanza Specific Plan (File No. PSPA19-003) to establish row townhomes as a permitted land use and increase the maximum allowed density within Planning Area 4, from 6.26

to 14.0 dwelling units per acre. The project site is generally located at the northeast corner of Clifton and Eucalyptus Avenues, within the PA-4 land use district of the Esperanza Specific Plan. The environmental impacts of this project were previously reviewed in conjunction with The Ontario Plan (File No. PGPA06-001) EIR (SCH# 2008101140), certified by the City Council on January 27, 2010. This application introduces no new significant environmental impacts. The proposed project is located within the Airport Influence Area of Ontario International Airport and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP); (APN: 0218-302-01) **submitted by Christopher Development Group, Inc. City Council action is required.**

Action: The Planning Commission adopted resolutions recommending that the City Council approve the General Plan Amendment (File No. PGPA19-003) and the Specific Plan Amendment (File No. PSPA19-003).

ENVIRONMENTAL ASSESSMENT, TRACT MAP, AND DEVELOPMENT PLAN REVIEW FOR FILE NOS.

PMTT19-010 (TM 20285) AND PDEV19-030: A Tentative Tract Map (File No. PMTT19-010, TM 20285) to subdivide 8.57 acres of land into 11 numbered lots and 6 lettered lots, in conjunction with a Development Plan (File No. PDEV19-030) to construct 126 multiple-family dwellings generally located at the northeast corner of Clifton and Eucalyptus Avenues, within the PA-4 land use district of the Esperanza Specific Plan. The environmental impacts of this project were previously reviewed in conjunction with The Ontario Plan (File No. PGPA06-001) EIR (SCH# 2008101140), certified by the City Council on January 27, 2010. This application introduces no new significant environmental impacts. The proposed project is located within the Airport Influence Area of Ontario International Airport and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP); (APN: 0218-302-01) **submitted by Patrick McCabe, Christopher Development Group, Inc.**

Action: The Planning Commission adopted resolutions approving Tentative Tract Map No. 20285 (File No. PMTT19-010) and the Development Plan (File No. PDEV20-006), subject to conditions.

ENVIRONMENTAL ASSESSMENT, GENERAL PLAN AMENDMENT, AND SPECIFIC PLAN AMENDMENT FOR

FILE NOS. PGPA19-008 AND PSPA19-011: A General Plan Amendment (File No. PGPA19-008) to modify the Policy Plan (General Plan) Land Use Plan (Exhibit LU-01) component of The Ontario Plan, changing the land use designation on 10.49 acres of land, from School to Low-Medium Density Residential, in conjunction with modification of the Future Buildout Table (Exhibit LU-03) to be consistent with the proposed land use designation change, and an Amendment to The Avenue Specific Plan (File No. PSPA19-011), changing the land use designation on the project site from School to Low-Medium Density Residential, generally located at the northeast corner of La Avenida Drive and Manitoba Place. Staff has prepared an Addendum to The Ontario Plan (File No. PGPA06-001) Environmental Impact Report (SCH# 2008101140), certified by the City Council on January 27, 2010. This application introduces no new significant environmental impacts. The proposed project is located within the Airport Influence Area of Ontario International Airport and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP); (APN: 0218-652-27) **submitted by Ontario Schaefer Holdings, LLC. City Council action is required.**

Action: The Planning Commission motioned to continue to the October 27, 2020 Planning Commission meeting.

ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT CODE AMENDMENT REVIEW FOR FILE NO.

PDCA18-003: A Development Code Amendment proposing to: [1] revise current provisions regarding the regulation of Accessory Dwelling Units, replacing an Urgency Ordinance previously approved by the City Council on January 21, 2020; [2] revise current provisions regarding the MU-1 (Downtown Mixed Use) zoning district, to facilitate the establishment of the Downtown District Plan; [3] establish new provisions regarding the regulation of small lot infill subdivisions, which are proposed to be allowed in Mixed Use zoning districts and the MDR-11 (Low-Medium Density Residential – 5.1 to 11.0 DUs/Acre), MDR-18 (Medium Density Residential – 11.1 to 18.0 DUs/Acre), MDR-25 (Medium-High Density Residential – 18.1 to 25.0 DUs/Acre), and HDR-45 (High Density Residential – 25.1 to 45.0 DUs/Acre) zoning districts; [4] revise current provisions regarding Massage Services and Massage Establishments, establishing that such uses are subject to Administrative Use Permit issuance and requirements; and [5] modify certain Development Code provisions to include various clarifications, including Chapter 2.0 (Administration and Procedures), Chapter 3.0 (Nonconforming Lots, Land Uses, Structures, and Signs), Chapter 5.0 (Zoning and Land Use), Chapter 6.0 (Development and Subdivision Regulations), Chapter 7.0 (Historic Preservation), Chapter 8.0 (Sign Regulations), and Chapter 9.0 (Definitions and Glossary). The proposed Development Code Amendment is exempt from the requirements of the California Environmental Quality Act (CEQA) and the guidelines promulgated thereunder, pursuant to Section 15061(b)(3) of the CEQA Guidelines. The proposed project is located within the Airport Influence Area of Ontario International Airport and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP). Furthermore, the project site is located within the Airport Influence area of Chino Airport and is consistent with policies and criteria set forth within the 2011 California Airport Land Use Planning Handbook published by the California Department of Transportation, Division of Aeronautics; **City Initiated. City Council action is required. This item was continued from the August 25, 2020, Planning Commission meeting.**

Action: The Planning Commission motioned to continue to the October 27, 2020



Monthly Activity Report; New Applications

Month of September 2020

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

PADV20-006:

Submitted by David Javid

A Certificate of Appropriateness to construct certain exterior alterations to an Eligible historic resource located at 203 West B Street/129 North Laurel Avenue (APN: 1048-563-05). **Historic Preservation Commission action is required.**

PDA-20-002:

Submitted by Rich-Haven Marketplace, LLC

A Development Agreement with Rich-Haven Marketplace, LLC, to establish terms and conditions of development for Planning Area 7 (PA-7), within the Rich-Haven Specific Plan, located at the northwest corner of Hamner Avenue and Ontario Ranch Road (APNs: 0218-211-27, 0218-211-17, and 0218-211-24). **City Council action is required.**

PDEV20-020:

Submitted by Hutton Development Company

A Development Plan to construct a mixed-use development consisting of 145 multiple-family dwellings and 6,000 SF of ground floor retail on 1.66 acres of land bordered by D Street to the north, Euclid Avenue to the east, C Street to the south, and Lemon Avenue to the west, within the MU-1 (Downtown mixed-Use) zoning district and the Downtown Civic Center Planned Unit Development (APN: 1048-551-10, 1048-551-11, and 1048-551-12). **Planning Commission action is required.**

PDEV20-021:

Submitted by CenterPoint Properties

A Development Plan to construct a 120,120 SF industrial building (Building A) on 6.32 acres of land located at 5600 East Airport Road, within the IH (Heavy Industrial) zoning district (APNs: 0238-081-44 and 0238-081-45). Related Files: PDEV20-022, PDEV20-023, PDEV20-024, and PMTT20-007. **Planning Commission action is required.**

PDEV20-022:

Submitted by CenterPoint Properties

A Development Plan to construct a 132,080 SF industrial building (Building B) on 5.87 acres of land located at 5600 East Airport Road, within the IH (Heavy Industrial) zoning district (APNs: 0238-081-44 and 0238-081-45). Related Files: PDEV20-021, PDEV20-023, PDEV20-024, and PMTT20-007. **Planning Commission action is required.**

PDEV20-023:

Submitted by CenterPoint Properties

A Development Plan to construct a 120,120 SF industrial building (Building C) on 5.56 acres of land located at 5600 East Airport Road, within the IH (Heavy Industrial) zoning district (APNs: 0238-081-44 and 0238-081-45). Related Files: PDEV20-021, PDEV20-022, PDEV20-024, and PMTT20-007. **Planning Commission action is required.**

PDEV20-024:

Submitted by CenterPoint Properties

A Development Plan to construct a 1,650,880 SF industrial building (Building D) on 34.79 acres of land located at 5600 East Airport Road, within the IH (Heavy Industrial) zoning district (APNs: 0238-081-44 and 0238-081-45). PDEV20-021, PDEV20-022, PDEV20-023, and PMTT20-007. **Planning Commission action is required.**



Monthly Activity Report; New Applications

Month of September 2020

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

PDEV20-025:

Submitted by Will Kazimi

A Development Plan to construct one 65-foot tall wireless communications facility (mono-eucalyptus design), with ancillary ground mounted equipment on 2.57 acres of land located at 1200 South Wanamaker Avenue, within the Rail Industrial land use district of the California Commerce Center Specific Plan (APN: 0238-221-34). **Planning Commission action is required.**

PHP-20-012:

Submitted by Steven Romero

A Mills Act Contract for a Contributor to the designated Euclid Avenue Historic District, located at 1458 North Euclid Avenue, within the LDR-5 (Low Density Residential – 2.1 to 5.0 du/ac) zoning district (APN: 1047-352-14). **City Council action is required.**

PHP-20-013:

Submitted by Barry C & Sylvia L Fam Tr Olsan

A request for a historic plaque for 424 East Fourth Street, a Contributor to the designated College Park Historic District (APN: 1048-063-11). **Staff action is required.**

PHP-20-014:

Submitted by David Javid

A Certificate of Appropriateness to construct certain exterior alterations to an Eligible historic resource located at 203 West B Street/129 North Laurel Avenue (APN: 1048-563-05). **City Council action is required.**

PMTT20-007:

Submitted by CenterPoint Properties

A Tentative Parcel Map to subdivide 94.39 acres of land into 4 parcels located at 5600 East Airport Road, within the Heavy Industrial (IH) zoning district (APNs: 0238-081-44 and 0238-081-45). Related Files: PDEV20-021, PDEV20-022, PDEV20-023, and PDEV20-024. **Planning Commission action is required.**

PMTT20-008:

Submitted by Alex Espinoza

A Tentative Parcel Map (TPM 20287) to subdivide 1.17 acres of land into 3 parcels located at 1121 South Campus Avenue, within the LDR-5 (Low Density Residential - 2.1 to 5.0 du/ac) zoning district (APN: 1049-451-14). **Planning Commission action is required.**

PSGN20-084:

Submitted by Majestic Sign Studio

A Sign Plan for the installation of a wall-mounted sign for TRELLEBORG SEALING SOLUTIONS, located at 4841 East Airport Drive, within the IG (General Industrial) zoning district. **Staff action is required.**

PSGN20-085:

Submitted by TT Signs

A Sign Plan for the installation of 3 wall-mounted signs and the reface of one panel on an existing monument sign for BONE AND BROTH VIETNAMESE CUISINE, located at 4320 East Mills Circle, Suite A, within the Ontario Mills Specific Plan. **Staff action is required.**



Monthly Activity Report; New Applications

Month of September 2020

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

PSGN20-086:

Submitted by Passport Foods

A Sign Plan for the installation of two wall-mounted signs for PASSPORT FOODS (SVC) LLC, located at 2539 East Philadelphia Street, within the California Commerce Center South Specific Plan. **Staff action is required.**

PSGN20-087:

Submitted by Xprit

A Sign Plan for the installation of a wall-mounted sign (south elevation) for XPRIT, located at 1407 South Cucamonga Avenue, within the IG (General Industrial) zoning district. **Staff action is required.**

PSGN20-088:

Submitted by Taco Nacion

A Sign Plan for the installation of a wall-mounted sign for TACO NACION, located at 1119 South Milliken Avenue, Suite G, within the California Commerce Specific Plan. **Staff action is required.**

PSGN20-089:

Submitted by TDI Signs

A Sign Plan for the installation of two monument signs for PRIME A INVESTMENTS (Sign Program File No. PSGP19-005), located at 3520-3580 East Guasti Road, within the Ontario Gateway Specific Plan (APN: 210-212-57). **Staff action is required.**

PSGN20-090:

Submitted by Superior Electrical Advertising, Inc.

A Sign Plan for the installation of channel letters mounted on top of monument sign for NEW HAVEN MARKETPLACE, approved under separate permit (PSGN20-065), located at 3490 East Ontario Ranch Road, within the Avenue Specific Plan (APN: 0218-402-43). **Staff action is required.**

PSGN20-091:

Submitted by Elite Signs and Graphics

A Sign Plan for the installation of two non-illuminated wall signs (north and west elevations) for ANTHESIS, located at 1063 East Sixth Street, within the HDR-45 (High Density Residential – 25.1 to 45.0 du/ac). **Staff action is required.**

PSGN20-092:

Submitted by Signs of Success

A Sign Plan for the installation of one illuminated wall-mounted sign for EL CHILITOS, located at 1630 East Fourth Street, Suite K, within the CC (Community Commercial) zoning district (APN: 0110-181-13). **Staff action is required.**

PSGN20-093:

Submitted by Tesoro Refining & Marketing Company

A Sign Plan for the installation of two wall-mounted signs for, 3 fuel canopy signs, 2 monument refaces, and fuel dispenser signage for SPEEDWAY, located at 2195 South Haven Avenue, within the Haven Gateway Centre Specific Plan (APN: 0211-301-02). **Staff action is required.**

PSGN20-094:

Submitted by Martinez Electric

A Sign Plan for the installation of one illuminated wall sign for PREMIER HAIR SALON, located at 1630 East Fourth Street, Suite N, within the CC (Community Commercial) zoning district (APN: 0110-181-13). **Staff action is required.**



Monthly Activity Report; New Applications

Month of September 2020

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

PSGN20-095: Submitted by World Fried Chicken, LLC

A Sign Plan for the installation of one illuminated wall sign for WORLD FRIED CHICKEN, located at 2527 South Euclid Avenue, within the CN (Neighborhood Commercial) zoning district (APN: 1051-281-80). **Staff action is required.**

PSGN20-096: Submitted by Goodyear Integrity Tire

A Sign Plan for the installation of two new wall signs for GOODYEAR INTEGRITY TIRE, located at 1000 North Ontario Mills Drive, within the Ontario Mills Specific Plan (APN: 0238-014-02). **Staff action is required.**

PTUP20-059: Submitted by Mariscos Sinaloa Style, Inc (DBA: Compadres Cantina)

A Temporary Outdoor Dining Permit for COMPADRES CANTINA, located at 2250 South Euclid Avenue. Effective 09/01/2020. **Staff action is required.**

PTUP20-060: Submitted by Elks Lodge #1419

A Temporary Outdoor Dining Permit for ONTARIO ELKS LODGE #1419, located at 1150 West Fourth Street. Effective 09/08/2020. **Staff action is required.**

PTUP20-061: Submitted by Uline

A Temporary Use Permit to conduct an outdoor hiring event for ULINE, located at 2950 East Jurupa Street. The event is anticipated to have a total of 300 people attend per day, with a maximum number of 45 applicants per hour. Event to be held on 09/19/2020 and 09/20/2020, 7:30AM and 4:00PM. **Staff action is required.**

PTUP20-062: Submitted by Isaac Blessing, Inc (Sumo Sushi)

A Temporary Outdoor Dining Permit for SUMO SUSHI, located at 1520 North Mountain Avenue, Bldg D-120. Effective 09/11/2020. **Staff action is required.**

PTUP20-063: Submitted by Dominion House Ministries

A Temporary Use Permit for a drive through food distribution event conducted by DOMINION HOUSE MINISTRIES, located at 325 West B Street. Event to be held on 09/26/2020, from 6:30AM to 1:00PM. **Staff action is required.**

PTUP20-064: Submitted by Tacos La Calidad

A Temporary Outdoor Dining Permit for TACOS LA CALIDAD, located at 1754 South Euclid Avenue. Effective 09/18/2020. **Staff action is required.**

PTUP20-065: Submitted by Carrien He

A Temporary Outdoor Dining Permit for GOLDEN CORRAL, located at 1640 East Fourth Street. Effective 09/18/2020. **Staff action is required.**



Monthly Activity Report; New Applications

Month of September 2020

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

PTUP20-066: **Submitted by Cielo Mio Nail Spa and Salon**

A Temporary Outdoor Professional Services Permit for CIELO MIO NAIL SPA AND SALON, located at 1150 East Philadelphia Street, Suite 111. Effective 09/21/2020. **Staff action is required.**

PTUP20-067: **Submitted by Taco Hut**

A Temporary Outdoor Dining Permit for TACO HUT, located at 1150 West Philadelphia Street, Suite 106. Effective 09/21/2020. **Staff action is required.**

PTUP20-068: **Submitted by Adrian Venegas Farms**

A Temporary Use Permit to establish temporary retail sales for an annual pumpkin patch located at 13835 South Euclid Avenue, within the SP/AG (Specific Plan and Agricultural Overlay) zoning districts. Event to be held on 10/02/2020 through 10/31/2020. **Staff action is required.**

PTUP20-069: **Submitted by FM Restaurants El Torito**

A Temporary Outdoor Dining Permit for EL TORITO, located at East 3680 Inland Empire Boulevard. Effective 09/24/2020. **Staff action is required.**

PVER20-039: **Submitted by Alere Property Group**

A Zoning Verification for property located at 1610 South Cucamonga Avenue, within the IG (General Industrial) zoning district (APN: 1050-201-02). **Staff action is required.**

PVER20-042: **Submitted by Partner Engineering and Science Inc**

A Zoning Verification for property located at 3536 East Concourse Street, within the Ontario Center Specific Plan (APN: 0210-204-06). **Staff action is required.**

PVER20-043: **Submitted by Jackie Le**

A Zoning Verification for property located at 700 North Haven Avenue, within the Ontario Center Specific Plan (APN: 210-211-33). **Staff action is required.**

PVER20-044: **Submitted by Callie Fuller**

A Zoning Verification for property located at 302 and 408 West G Street, within the HDR-45 (High Density Residential – 25.1 to 45.0 du/ac) zoning district (APNs: 1048-271-48 and 1048-271-47). **Staff action is required.**

PVER20-045: **Submitted by Maria Cofano**

A Zoning Verification for property located at 1110 East Philadelphia Street, within the MDR-25 (Medium Density Residential – 18.1 to 25.0 du/ac) zoning district (APN: 1051-151-04). **Staff action is required.**

PVER20-046: **Submitted by Rosetta Taylor**

A Zoning Verification for property located at 1112 South Cypress Avenue, within the MDR-18 (11.1 to 18.0 du/ac) zoning district (APN: 1011-554-58). **Staff action is required.**



Monthly Activity Report; New Applications

Month of September 2020

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

PVER20-047:

Submitted by PZR

A Zoning Verification for property located at 5100 to 5110 East Jurupa Street and 5171 East Francis Street, within the IH (Heavy Industrial) zoning district (APN: 0238-132-24 and 0238-132-25). **Staff action is required.**



Monthly Activity Report; Actions

Month of October 2020

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

DEVELOPMENT ADVISORY BOARD MEETING October 5, 2020

Meeting Cancelled

ZONING ADMINISTRATOR MEETING October 5, 2020

Meeting Cancelled

CITY COUNCIL/HOUSING AUTHORITY MEETING October 6, 2020

ENVIRONMENTAL ASSESSMENT AND SPECIFIC PLAN REVIEW FOR FILE NO. PSP18-002: A public hearing to consider a Specific Plan (Ontario Ranch Business Park Specific Plan) to establish the land use districts, development standards, design guidelines, and infrastructure improvements for the potential development of up to 1,905,027 square feet of General Industrial and Business Park land uses on 85.6 acres of land generally bordered by Eucalyptus Avenue on the north, Merrill Avenue on the south, Sultana Avenue on the east, and Euclid Avenue on the west. The proposed project is located within the Airport Influence Area of Ontario International Airport and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP). The project site is also located within the Airport Influence area of Chino Airport and is consistent with policies and criteria set forth within the 2011 California Airport Land Use Planning Handbook published by the California Department of Transportation, Division of Aeronautics; (APNs: 1054-011-01, 1054-011-02, 1054-011-04; 1054-021-01, 1054-021-02; 1054-271-01, 1054-271-02, 1054-271-03, 1054-281-01, 1054-281-02, and 1054-281-03) **submitted by REDA, OLV. Planning Commission recommended approval of this item on July 28, 2020 with a vote of 6 to 0.**

Action: The City Council adopted an ordinance approving the Ontario Ranch Business Park Specific Plan (File No. PSP18-002).

DEVELOPMENT ADVISORY BOARD MEETING October 19, 2020

ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT PLAN REVIEW FOR FILE NO. PDEV19-051: A Development Plan to construct one industrial building totaling 115,760 square feet on approximately 6.2 acres of land located at the southeast corner of Hellman Avenue and Eucalyptus Avenue, at 2440 East Eucalyptus Avenue, within the Business Park land use district of the West Ontario Commerce Center Specific Plan. The environmental impacts of this project were

previously reviewed in conjunction with the West Ontario Commerce Center Specific Plan (File No. PSP16-002), for which an Environmental Impact Report (SCH# 2017041074) was certified by the City Council on July 3, 2018. This application introduces no new significant environmental impacts. The proposed project is located within the Airport Influence Area of Ontario International Airport and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP). The project site is also located within the Airport Influence area of Chino Airport and is consistent with policies and criteria set forth within the 2011 California Airport Land Use Planning Handbook published by the California Department of Transportation, Division of Aeronautics; (APNs: 0218-261-45 and 0218-261-46) **submitted by Ontario Land Ventures, LLC.**

Action: The Development Advisory Board approved the project, subject to conditions.

ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT PLAN REVIEW FOR FILE NO. PDEV19-052: A Development Plan to raze an existing 2,800 square foot commercial building and construct a new 2,280 square foot drive-thru oil change building (Valvoline Oil Change) on 0.39-acre of land located on the northwest corner of Holt Boulevard and Mountain Ave, at 1102 West Holt Boulevard, within the CC (Community Commercial) zoning district. Staff has determined that the project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15332 (Class 32, In-Fill Development Projects) of the CEQA guidelines. The proposed project is located within the Airport Influence Area of Ontario International Airport (ONT) and was evaluated and found to be consistent with the policies and criteria of the ONT Airport Land Use Compatibility Plan (ALUCP). (APN: 1010-522-10); **submitted by Henley Pacific SD LLC.**

Action: The Development Advisory Board approved the project, subject to conditions.

ENVIRONMENTAL ASSESSMENT AND REVIEW FOR DEVELOPMENT PLAN FILE NO. PDEV20-015: A Development Plan to construct a 217,308 square foot addition, for warehouse and office uses, for an approved Development Plan (File No. PDEV17-057) for the construction of a 1,038,383 square feet industrial building (Total of 1,255,689 Sq. Ft.) on 64.1 acres of land, located on the southeast corner of Eucalyptus Avenue and Carpenter Avenue to the west, within the Planning Area 1 (Business Park) and Planning Area 2 (General Industrial) land use districts of the West Ontario Commerce Center Specific Plan. The environmental impacts of this project were analyzed in the West Ontario Commerce Center Specific Plan (File No. PSP16-002) EIR (SCH#2017041074), certified by the City Council on July 3, 2018. This application is consistent with the EIR and introduces no new significant environmental impacts. All adopted mitigation measures of the related EIR shall be a condition of project approval and are incorporated herein by reference. The project site is located within the Airport Influence Area of the Ontario International Airport (ONT), and has been found to be consistent with the policies and criteria set forth within the ALUCP for ONT. The project site is also located within the Airport Influence area of Chino Airport and is consistent with policies and criteria set forth within the 2011 California Airport Land Use Planning Handbook published by the California Department of Transportation, Division of Aeronautics. (APNs: 0218-261-40, 0218-261-41, 0218-261-42, 0218-261-43, 0218-261-44 and 0218-261-47) **submitted by Real Estate Development Associates, LLC.**

Action: The Development Advisory Board approved the project, subject to conditions.

ENVIRONMENTAL ASSESSMENT AND TENTATIVE TRACT MAP REVIEW FOR FILE NO. PMTT19-015: A Tentative Tract Map to subdivide 10.49 acres of land into 106 numbered lots and 19 lettered lots, located at the northeast corner of La Avenida Drive and Manitoba Place, within the proposed Low-Medium Density land use district of The Avenue Specific Plan. Staff has prepared an Addendum to The Ontario Plan (File No. PGPA06-001) EIR (SCH# 2008101140) certified by City Council on January 27, 2010. This application introduces no new significant environmental impacts, and all previously-adopted mitigation measures are a condition of project approval. The proposed project is located within the Airport Influence Area of Ontario International Airport and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP); (APNs: 0218-652-27) **submitted by Ontario Schaefer Holdings, LLC. Planning Commission action is required.**

Action: The Development Advisory Board recommended the Planning Commission approve the project, subject to conditions.

ENVIRONMENTAL ASSESSMENT, TENTATIVE PARCEL MAP, AND DEVELOPMENT PLAN REVIEW FOR FILE NOS. PMTT18-011 (TPM 20016) AND PDEV18-036: A Parcel Map (File No. PMTT18-011, TPM20016) to subdivide 85.6 acres of land into eight parcels to facilitate a Development Plan (File No. PDEV18-036) to construct three Industrial buildings totaling 1,447,123 square feet and five Business Park buildings totaling 105,624 square feet, located at the northeast corner of Merrill and Euclid Avenues, within the Industrial and Business Park land use districts of the Ontario Ranch Business Park Specific Plan. The environmental impacts of this project were previously reviewed in conjunction with the Ontario Ranch Business Park Specific Plan, for which an Environmental Impact Report (SCH# 2019050018) was certified by the City Council on September 15, 2020. This application introduces no new significant environmental impacts. The proposed project is located within the Airport Influence Area of Ontario International Airport and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP). The project site is also located within the Airport Influence area of Chino Airport and is consistent with policies and criteria set forth within the 2011 California Airport Land Use Planning Handbook published by the California Department of Transportation, Division of Aeronautics; (APNs: 1054-011-01, 1054-011-02, 1054-011-04; 1054-021-01, 1054-021-02; 1054-271-01, 1054-271-02, 1054-271-03, 1054-281-01, 1054-281-02, and 1054-281-03) **submitted by Euclid Land Venture, LLC. Planning Commission action is required.**

Action: The Development Advisory Board recommended the Planning Commission approve the project, subject to conditions.

ENVIRONMENTAL ASSESSMENT, TENTATIVE PARCEL MAP AND DEVELOPMENT PLAN REVIEW FOR FILE NOS. PMTT19-018 AND PDEV19-059: A Tentative Parcel Map (File No. PMTT19-018/TPM 20177) to subdivide approximately 20 acres of land into 7 numbered parcels in conjunction with a Development Plan (File No. PDEV19-059) to construct 3 industrial buildings totaling 295,991 square feet located on the northwest corner of Riverside Drive and Milliken Avenue within the proposed Community Commercial and Light Industrial zoning districts. Staff has prepared an Addendum to The Ontario Plan (File No. PGPA06-001) EIR (SCH# 2008101140) certified by City Council on January 27, 2010. This application introduces no new significant environmental impacts, and all previously adopted mitigation measures are a condition of project approval. The proposed project is located within the Airport Influence Area of Ontario International Airport, and was evaluated and found to be consistent with the policies and criteria of the Ontario

International Airport Land Use Compatibility Plan (ALUCP); (APN: 1083-361-01) **submitted by submitted by Toscana Square, LLC c/o Orbis Real Estate Partners. Planning Commission action is required.**

Action: The Development Advisory Board recommended the Planning Commission approve the project, subject to conditions.

ENVIRONMENTAL ASSESSMENT, DEVELOPMENT PLAN REVIEW AND CONDITIONAL USE PERMIT FOR FILE NOS. PDEV20-012 AND PCUP20-009:

A Development Plan (File No. PDEV20-012) to construct a 3,062 square foot convenience store (7-Eleven), an ancillary drive-thru car wash and fueling station in conjunction with a Conditional Use Permit (File No. PCUP20-009) to establish alcoholic beverage sales for a Type 20 ABC license (Off-Sale Beer and Wine) on 1.25 acres of land, located on the northwest corner of Riverside Drive and Milliken Avenue within the proposed Community Commercial zoning district. Staff has prepared an Addendum to The Ontario Plan (File No. PGPA06-001) EIR (SCH# 2008101140) certified by City Council on January 27, 2010. This application introduces no new significant environmental impacts, and all previously-adopted mitigation measures are a condition of project approval. The proposed project is located within the Airport Influence Area of Ontario International Airport, and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP); (APN: 1083-361-01) **submitted by submitted by Toscana Square, LLC c/o Orbis Real Estate Partners. Planning Commission action is required.**

Action: The Development Advisory Board recommended the Planning Commission approve the project, subject to conditions.

ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT PLAN REVIEW FOR FILE NO. PDEV20-013:

A Development Plan (File No. PDEV20-013) to construct a 2,490 square foot commercial building for a fast food restaurant (Starbucks) with a drive-thru facility on 1.21 acres of land, located on the northwest corner of Riverside Drive and Milliken Avenue within the proposed Community Commercial zoning district. Staff has prepared an Addendum to The Ontario Plan (File No. PGPA06-001) EIR (SCH# 2008101140) certified by City Council on January 27, 2010. This application introduces no new significant environmental impacts, and all previously-adopted mitigation measures are a condition of project approval. The proposed project is located within the Airport Influence Area of Ontario International Airport, and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP); (APN: 1083-361-01) **submitted by submitted by Toscana Square, LLC c/o Orbis Real Estate Partners. Planning Commission action is required.**

Action: The Development Advisory Board recommended the Planning Commission approve the project, subject to conditions.

ENVIRONMENTAL ASSESSMENT, TENTATIVE PARCEL MAP AND DEVELOPMENT PLAN REVIEW FOR FILE NOS. PMTT20-001 AND PDEV20-001:

A Tentative Parcel Map (File No. PMTT20-001/TPM 20187) to subdivide 15.74 acres of land into 4 numbered parcels in conjunction with a Development Plan (File No. PDEV20-001) to construct 4 industrial buildings totaling 355,254 square feet located on the southeast corner of Grove Avenue and Francis Street within the Business Park land use designation of the Grove Avenue Specific Plan. The environmental impacts of this project were previously analyzed with The Ontario Plan (File No. PGPA06-001) Environmental Impact Report (SCH# 2008101140) certified by the City Council on January 27, 2010. This application introduces no new

significant environmental impacts, and all previously adopted mitigation measures are a condition of project approval. The proposed project is located within the Airport Influence Area of Ontario International Airport and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP). (APNs: 113-451-14 & 113-451-27) **submitted by EBS Realty Partners, LLC. Planning Commission action is required.**

Action: The Development Advisory Board recommended the Planning Commission approve the project, subject to conditions.

ZONING ADMINISTRATOR MEETING October 19, 2020

ENVIRONMENTAL ASSESSMENT AND CONDITIONAL USE PERMIT REVIEW FOR FILE NO. PCUP20-012: A Conditional Use Permit to establish alcoholic beverage sales for consumption on the premises, limited to beer and wine (Type 41 ABC License), in conjunction with a 1,153 square-foot restaurant (Pio Pico's Tacos) located at 3410 East Ontario Ranch Road, Suite 202, within the Retail District of The Avenue Specific Plan. The project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15301 (Class 1, Existing Facilities) of the CEQA Guidelines. The proposed project is located within the Airport Influence Area of Ontario International Airport and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP); (APN: 0218-412-02) **submitted by Southern California Restaurateurs, LLC (DBA Pio Pico's Tacos).**

Action: The Zoning Administrator approved the project, subject to conditions.

ENVIRONMENTAL ASSESSMENT AND CONDITIONAL USE PERMIT REVIEW FOR FILE NO. PCUP20-013: A Conditional Use Permit to establish alcoholic beverage sales for consumption off the premises, limited to beer and wine (Type 20 ABC License), in conjunction with a 2,838 square foot convenience store on 1.06 acres of land with fuel sales located at 2380 South Archibald Avenue, within the Support Commercial land use district of the Archibald Center Specific Plan. The project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15301 (Class 1, Existing Facilities) of the CEQA Guidelines. The proposed project is located within the Airport Influence Area of Ontario International Airport and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP); (APN: 1083-011-01) **submitted by Brixton Enterprises Inc.**

Action: The Zoning Administrator approved the project, subject to conditions.

CITY COUNCIL/HOUSING AUTHORITY MEETING October 20, 2020

ENVIRONMENTAL ASSESSMENT, GENERAL PLAN AMENDMENT, AND ZONE CHANGE REVIEW FOR FILE NOS. PGPA19-009 AND PZC19-003: A General Plan Amendment (File No. PGPA19-009) to modify the Land Use Map (Exhibit LU-01) component of The Ontario Plan, changing the land use

designation from Rural Residential to Low-Medium Density Residential on 0.21-acre of land and modify the Future Buildout Table (Exhibit LU-03) to be consistent with the proposed land use designation change, and a Zone Change on the project site (File No. PZC19-003), from AR-2 (Residential-Agricultural – 0 to 2.0 DUs/Acre) to MDR-11 (Medium Density Residential – 5.1 to 11.0 DUs/Acre), generally located west of 1524 and 1526 South Euclid Avenue. Staff has prepared an Addendum to The Ontario Plan (File No. PGPA06-001) Environmental Impact Report (SCH# 2008101140), certified by the City Council on January 27, 2010. This application introduces no new significant environmental impacts. The proposed project is located within the Airport Influence Area of Ontario International Airport and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP); (APN: 1050-061-16) **submitted by Blaise D'Angelo. The Planning Commission recommended approval of this item on September 22, 2020 with a vote of 6-0.**

Action: The City Council adopted a resolution approving the General Plan Amendment (File No. PGPA19-009) and the City Council introduced and waived further reading of an ordinance approving the Zone Change (File No. PZC19-003).

ENVIRONMENTAL ASSESSMENT AND HISTORIC DISTRICT DESIGNATION REVIEW FOR FILE NO. PHP18-028:

A request for a Local Historic District Designation of the Graber Olive House Historic District as Historic District No. 8, located at the northeast corner of East Fourth Street and North Columbia Avenue, within the College Park Historic District, at 301 East Fourth Street, 315 East Fourth Street, 405 East Fourth Street, and 406 East Harvard Place, within the LDR5 (Low Density Residential – 2.1 to 5.0 DU/Acre) zoning district. The request is not a "Project" pursuant to Section 21065 of the CEQA Guidelines. (APNs: 1047-543-01, 1047-543-31, 1047-543-30, 1047-543-20); **submitted by Clifford Graber II. The Historic Preservation Commission recommended approval on September 22, 2020 with a vote of 6-0.**

Action: The City Council adopted a resolution establishing the Graber Olive House Historic District as Historic District No. 8 (File No. PHP18-028).

ENVIRONMENTAL ASSESSMENT LANDMARK DESIGNATION REVIEW FOR FILE NO. PHP18-029:

A request for a Local Landmark Designation of a single-family residence, a Contributor to the Designated College Park Historic District, located at 301 East Fourth Street, within the LDR5 (Low Density Residential – 2.1 to 5.0 DU/Acre) zoning district. The request is not a "Project" pursuant to Section 21065 of the CEQA Guidelines. (APN: 1047-543-01); **submitted by Clifford Graber II. The Historic Preservation Commission recommended approval on September 22, 2020 with a vote of 6-0.**

Action: The City Council adopted a resolution approving a Local Landmark Designation for 301 East Fourth Street (File No. PHP18-029).

ENVIRONMENTAL ASSESSMENT, GENERAL PLAN AMENDMENT, AND SPECIFIC PLAN AMENDMENT FOR FILE NOS. PGPA19-003 AND PSPA19-003:

A General Plan Amendment (File No. PGPA19-003) to modify the Policy Plan (General Plan) Land Use Plan (Exhibit LU-01) component of The Ontario Plan, changing the land use designation on approximately 23.8 gross acres of land, from Low Density Residential to Medium Density Residential, in conjunction with a modification to the Future Buildout Table (Exhibit LU-03) consistent with the proposed land use designation change, and an Amendment to the Esperanza Specific Plan (File No. PSPA19-003) to establish row townhomes as a permitted land use and increase the maximum allowed density within Planning Area 4, from 6.26

to 14.0 dwelling units per acre. The project site is generally located at the northeast corner of Clifton and Eucalyptus Avenues, within the PA-4 land use district of the Esperanza Specific Plan. The environmental impacts of this project were previously reviewed in conjunction with The Ontario Plan (File No. PGPA06-001) Environmental Impact Report (SCH# 2008101140), certified by the City Council on January 27, 2010. This application introduces no new significant environmental impacts. The proposed project is located within the Airport Influence Area of Ontario International Airport and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP); (APN: 0218-302-01) **submitted by Christopher Development Group, Inc. The Planning Commission recommended approval of this item on September 22, 2020 with a vote of 6-0.**

Action: The City Council adopted resolutions approving the General Plan Amendment (File No. PGPA19-003) and the Amendment to the Esperanza Specific Plan (File No. PSPA19-003).

PLANNING/HISTORIC PRESERVATION COMMISSION MEETING October 27, 2020

MILLS ACT CONTRACT REVIEW FOR FILE NO. PHP20-012: A Mills Act Contract for a 2,160 square foot Spanish Colonial Revival style single-family residence, a Contributor within the Euclid Avenue Historic District known as the Dr. G. Ben Henke House, located at 1458 North Euclid Avenue within the LDR-5 (Low Density Residential-2.1 to 5.0 du/ac) and EA (Euclid Avenue Overlay) zoning districts. The Contract is not considered a project pursuant to Section 21065 of the CEQA Guidelines. (APN: 1047-352-14) **submitted by Steven and Sylvia Romero. City Council action is required.**

Action: The Planning Commission adopted a resolution recommending that the City Council approve the Mills Act Contract (File No. PHP20-012).

ENVIRONMENTAL ASSESSMENT, GENERAL PLAN AMENDMENT, AND SPECIFIC PLAN AMENDMENT FOR FILE NOS. PGPA19-008 AND PSPA19-011: A General Plan Amendment (File No. PGPA19-008) to modify the Policy Plan (General Plan) Land Use Plan (Exhibit LU-01) component of The Ontario Plan, changing the land use designation on 10.49 acres of land, from School to Low-Medium Density Residential, in conjunction with modification of the Future Buildout Table (Exhibit LU-03) to be consistent with the proposed land use designation change, and an Amendment to The Avenue Specific Plan (File No. PSPA19-011), changing the land use designation on the project site, from School to Low-Medium Density Residential, generally located at the northeast corner of La Avenida Drive and Manitoba Place. Staff has prepared an Addendum to The Ontario Plan (File No. PGPA06-001) Environmental Impact Report (SCH# 2008101140), certified by the City Council on January 27, 2010. This application introduces no new significant environmental impacts. The proposed project is located within the Airport Influence Area of Ontario International Airport and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP); (APN: 0218-652-27) **submitted by Ontario Schaefer Holdings, LLC. City Council action is required. This item was continued from the September 22, 2020 Planning Commission meeting.**

Action: The Planning Commission adopted resolutions recommending that the City Council approve the General Plan Amendment (File No. PGPA19-008) and the Specific Plan Amendment (File No. PSPA19-011).

ENVIRONMENTAL ASSESSMENT AND TENTATIVE TRACT MAP REVIEW FOR FILE NO. PMTT19-015 (TM 20298): A Tentative Tract Map to subdivide 10.49 acres of land into 106 numbered lots and 19 lettered lots, located at the northeast corner of La Avenida Drive and Manitoba Place, within the proposed Low-Medium Density land use district of The Avenue Specific Plan. Staff has prepared an Addendum to The Ontario Plan (File No. PGPA06-001) EIR (SCH# 2008101140) certified by City Council on January 27, 2010. This application introduces no new significant environmental impacts, and all previously-adopted mitigation measures are a condition of project approval. The proposed project is located within the Airport Influence Area of Ontario International Airport and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP); (APN: 0218-652-27) **submitted by Ontario Schaefer Holdings, LLC.**

Action: The Planning Commission adopted a resolution approving Tentative Tract Map No. 20298 (File No. PMTT19-015), subject to conditions.

ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT AGREEMENT REVIEW FOR FILE NO. PDA20-001: A Development Agreement (File No. PDA20-001) between the City of Ontario and Ontario Schaefer Holdings, LLC, to establish the terms and conditions for the development of Tentative Tract Map 20298 (File No. PMTT19-015), a 10.49 acre property located at the northeast corner of La Avenida Drive and Manitoba Place, within the proposed Low-Medium Density Residential land use district of The Avenue Specific Plan. Staff has prepared an Addendum to The Ontario Plan (File No. PGPA06-001) EIR (SCH# 2008101140) certified by City Council on January 27, 2010. This application introduces no new significant environmental impacts, and all previously adopted mitigation measures are a condition of project approval. The proposed project is located within the Airport Influence Area of Ontario International Airport and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP); (APN: 0218-652-27). **Submitted by Ontario Schaefer Holdings, LLC. City Council action is required.**

Action: The Planning Commission adopted a resolution recommending that the City Council approve the Development Agreement (File No. PDA20-001).

ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT AGREEMENT REVIEW FOR FILE NO. PDA19-001: A Development Agreement (File No. PDA19-001) between the City of Ontario and Euclid Land Venture, LLC, to establish the terms and conditions for the development of Tentative Parcel Map 20016 (File No. PMTT18-011), a 85.6 acre property located at the northeast corner of Merrill Avenue and Euclid Avenue, within the Industrial and Business Park land use districts of the Ontario Ranch Business Park Specific Plan. The environmental impacts of this project were previously reviewed in conjunction with the Ontario Ranch Business Park Specific Plan, for which an Environmental Impact Report (SCH# 2019050018) was certified by the City Council on September 15, 2020. This application introduces no new significant environmental impacts. The proposed project is located within the Airport Influence Area of Ontario International Airport and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP). The project site is also located within the Airport Influence area of

Chino Airport and is consistent with policies and criteria set forth within the 2011 California Airport Land Use Planning Handbook published by the California Department of Transportation, Division of Aeronautics; (APNs: 1054-011-01, 1054-011-02, 1054-011-04; 1054-021-01, 1054-021-02; 1054-271-01, 1054-271-02, 1054-271-03, 1054-281-01, 1054-281-02, and 1054-281-03) **submitted by Euclid Land Venture, LLC. City Council action is required.**

Action: The Planning Commission adopted a resolution recommending that the City Council approve the Development Agreement (File No. PDA19-001).

ENVIRONMENTAL ASSESSMENT, TENTATIVE PARCEL MAP, AND DEVELOPMENT PLAN REVIEW FOR FILE NOS. PMTT18-011 (TPM 20016) AND PDEV18-036:

A Parcel Map (File No. PMTT18-011, TPM20016) to subdivide 85.6 acres of land into eight parcels to facilitate a Development Plan (File No. PDEV18-036) to construct three Industrial buildings totaling 1,447,123 square feet and five Business Park buildings totaling 105,624 square feet, located at the northeast corner of Merrill and Euclid Avenues, within the Industrial and Business Park land use districts of the Ontario Ranch Business Park Specific Plan. The environmental impacts of this project were previously reviewed in conjunction with the Ontario Ranch Business Park Specific Plan, for which an Environmental Impact Report (SCH# 2019050018) was certified by the City Council on September 15, 2020. This application introduces no new significant environmental impacts. The proposed project is located within the Airport Influence Area of Ontario International Airport and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP). The project site is also located within the Airport Influence area of Chino Airport and is consistent with policies and criteria set forth within the 2011 California Airport Land Use Planning Handbook published by the California Department of Transportation, Division of Aeronautics; (APNs: 1054-011-01, 1054-011-02, 1054-011-04; 1054-021-01, 1054-021-02; 1054-271-01, 1054-271-02, 1054-271-03, 1054-281-01, 1054-281-02, and 1054-281-03) **submitted by Euclid Land Venture, LLC.**

Action: The Planning Commission adopted resolutions approving Tentative Parcel Map No. 20016 (File No. PMTT18-011) and the Development Plan (File No. PDEV18-036), subject to conditions.

ENVIRONMENTAL ASSESSMENT, TENTATIVE PARCEL MAP AND DEVELOPMENT PLAN REVIEW FOR FILE NOS. PMTT20-001 AND PDEV20-001:

A Tentative Parcel Map (File No. PMTT20-001/TPM 20187) to subdivide 15.74 acres of land into 4 numbered parcels in conjunction with a Development Plan (File No. PDEV20-001) to construct 4 industrial buildings totaling 355,254 square feet located on the southeast corner of Grove Avenue and Francis Street within the Business Park land use designation of the Grove Avenue Specific Plan. The environmental impacts of this project were previously analyzed with The Ontario Plan (File No. PGPA06-001) Environmental Impact Report (SCH# 2008101140) that was certified by the City Council on January 27, 2010. This application introduces no new significant environmental impacts, and all previously adopted mitigation measures are a condition of project approval. The proposed project is located within the Airport Influence Area of Ontario International Airport and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP). (APNs: 113-451-14 & 113-451-27) **submitted by EBS Realty Partners, LLC.**

Action: The Planning Commission adopted resolutions approving Tentative Parcel Map No. 20187 (File No. PMTT20-001) and the Development Plan (File No. PDEV20-001), subject to conditions.

ENVIRONMENTAL ASSESSMENT, GENERAL PLAN AMENDMENT, SPECIFIC PLAN AMENDMENT AND ZONE CHANGE REVIEW FOR FILE NOS. PGPA19-007, PSPA19-010 AND PZC19-002:

A request for the following entitlements: 1) A General Plan Amendment (File No. PGPA19-007) to modify the Policy Plan (General Plan) Land Use Plan (Exhibit LU-01) component of The Ontario Plan, changing the land use designation of approximately 41 acres of land from Mixed-Use (Hamner/SR-60 Area 12) to 7.6 acres of General Commercial and 33.75 acres of Industrial; 3) Modify the Future Buildout Table (Exhibit LU-03) to be consistent with the land use designation changes; and 3) Repeal of the Tuscana Village Specific Plan (File No. PSPA19-010); and 4) A zone change (File No. PZC19-002) from LDR-5 (Low Density Residential), Community Commercial and Specific Plan to 33.75 acres of Light Industrial and 7.6 acres of Community Commercial. The project site is located on the northwest corner of Riverside Drive and Milliken Avenue. Staff has prepared an Addendum to The Ontario Plan (File No. PGPA06-001) EIR (SCH# 2008101140) certified by City Council on January 27, 2010. This application introduces no new significant environmental impacts, and all previously-adopted mitigation measures are a condition of project approval. The proposed project is located within the Airport Influence Area of Ontario International Airport, and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP); (APNs: 1083-361-01, 1083-361-04 & 1083-361-07) **submitted by Toscana Square, LLC c/o Orbis Real Estate Partners. City Council action is required.**

Action: The Planning Commission adopted resolutions recommending that the City Council approve the General Plan Amendment (File No. PGPA19-007), the Specific Plan Amendment (File No. PSPA19-010), and the Zone Change (File No. PZC19-002).

ENVIRONMENTAL ASSESSMENT, TENTATIVE PARCEL MAP AND DEVELOPMENT PLAN REVIEW FOR FILE NOS. PMTT19-018 AND PDEV19-059:

A Tentative Parcel Map (File No. PMTT19-018/TPM 20177) to subdivide approximately 20 acres of land into 7 numbered parcels in conjunction with a Development Plan (File No. PDEV19-059) to construct 3 industrial buildings totaling 295,991 square feet located on the northwest corner of Riverside Drive and Milliken Avenue within the proposed Community Commercial and Light Industrial zoning districts. Staff has prepared an Addendum to The Ontario Plan (File No. PGPA06-001) EIR (SCH# 2008101140) certified by City Council on January 27, 2010. This application introduces no new significant environmental impacts, and all previously adopted mitigation measures are a condition of project approval. The proposed project is located within the Airport Influence Area of Ontario International Airport, and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP); (APN: 1083-361-01) **submitted by Toscana Square, LLC c/o Orbis Real Estate Partners.**

Action: The Planning Commission adopted resolutions approving Tentative Parcel Map No. 20177 (File No. PMTT18-018) and the Development Plan (File No. PDEV19-059), subject to conditions.

ENVIRONMENTAL ASSESSMENT, DEVELOPMENT PLAN AND CONDITIONAL USE PERMIT REVIEW FOR FILE NOS. PDEV20-012 AND PCUP20-009:

A Development Plan (File No. PDEV20-012) to construct a 3,062 square foot convenience store (7-Eleven), an ancillary drive-thru car wash and fueling station in conjunction with a Conditional Use Permit (File No. PCUP20-009) to establish alcoholic beverage sales for a Type 20 ABC license (Off-Sale Beer and Wine) on 1.25 acres of land, located on the northwest corner of Riverside Drive and Milliken Avenue within the proposed Community Commercial zoning district. Staff has prepared an Addendum to The Ontario Plan (File No. PGPA06-001) EIR (SCH# 2008101140) certified by City Council on January 27, 2010. This application

introduces no new significant environmental impacts, and all previously-adopted mitigation measures are a condition of project approval. The proposed project is located within the Airport Influence Area of Ontario International Airport, and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP); (APN: 1083-361-01) **submitted by Toscana Square, LLC c/o Orbis Real Estate Partners.**

Action: The Planning Commission adopted resolutions approving the Development Plan (File No. PDEV20-012) and the Conditional Use Permit (File No. PCUP20-009), subject to conditions.

ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT PLAN REVIEW FOR FILE NO. PDEV20-013: A Development Plan to construct a 2,490 square foot commercial building for a fast food restaurant (Starbucks) with a drive-thru facility on 1.21 acres of land, located on the northwest corner of Riverside Drive and Milliken Avenue within the proposed Community Commercial zoning district. Staff has prepared an Addendum to The Ontario Plan (File No. PGPA06-001) EIR (SCH# 2008101140) certified by City Council on January 27, 2010. This application introduces no new significant environmental impacts, and all previously-adopted mitigation measures are a condition of project approval. The proposed project is located within the Airport Influence Area of Ontario International Airport, and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP); (APN: 1083-361-01) **submitted by submitted by Toscana Square, LLC c/o Orbis Real Estate Partners.**

Action: The Planning Commission adopted a resolution approving the Development Plan (File No. PDEV20-013), subject to conditions.

ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT CODE AMENDMENT REVIEW FOR FILE NO. PDCA18-003: A Development Code Amendment proposing to: [1] revise current provisions regarding the regulation of Accessory Dwelling Units, replacing an Urgency Ordinance previously approved by the City Council on January 21, 2020; [2] revise current provisions regarding the MU-1 (Downtown Mixed Use) zoning district, to facilitate the establishment of the Downtown District Plan; [3] establish new provisions regarding the regulation of small lot infill subdivisions, which are proposed to be allowed in Mixed Use zoning districts and the MDR-11 (Low-Medium Density Residential – 5.1 to 11.0 DUs/Acre), MDR-18 (Medium Density Residential – 11.1 to 18.0 DUs/Acre), MDR-25 (Medium-High Density Residential – 18.1 to 25.0 DUs/Acre), and HDR-45 (High Density Residential – 25.1 to 45.0 DUs/Acre) zoning districts; [4] revise current provisions regarding Massage Services and Massage Establishments, establishing that such uses are subject to Administrative Use Permit issuance and requirements; and [5] modify certain Development Code provisions to include various clarifications and interpretations, including Chapter 2.0 (Administration and Procedures), Chapter 4.0 (Permits, Actions and Decisions), Chapter 5.0 (Zoning and Land Use), Chapter 6.0 (Development and Subdivision Regulations), Chapter 8.0 (Sign Regulations), and Chapter 9.0 (Definitions and Glossary). The proposed Development Code Amendment is exempt from the requirements of the California Environmental Quality Act (CEQA) and the guidelines promulgated thereunder, pursuant to Section 15061(b)(3) of the CEQA Guidelines. The proposed project is located within the Airport Influence Area of Ontario International Airport and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP). Furthermore, the project site is located within the Airport Influence area of Chino Airport and is consistent with policies and criteria set forth within the 2011 California Airport Land Use Planning Handbook published by the California Department of Transportation, Division of Aeronautics; **City Initiated. City Council action is required. This item**



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was continued from the August 25, 2020, Planning Commission meeting. Continued from the September 27, 2020, meeting.

Action: The Planning Commission adopted a resolution recommending that the City Council approve the Development Code Amendment (File No. PDCA18-003).



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PDEV20-026: Submitted by **LHL Investments Group LLC**

A Development Plan to construct 8 multiple-family dwellings on 0.735 acres of land located at 1752 East G Street, within the MDR-11 (Low-Medium Density Residential – 5.1 to 11.0 du/ac) zoning district (APN: 0110-241-57). Related File: PMTT20-009. **Planning Commission action is required.**

PDFR20-005: Submitted by **Ontario Land Ventures, LLC**

A Development Impact Fee (DIF) Deferral Agreement with Ontario Land Ventures, LLC, to defer the DIF on two building permits for Parcel Map 19738, located at 4810 South Hellman Avenue and 2440 East Eucalyptus Avenue, within the West Ontario Commerce Center Specific Plan. **City Council action is required.**

PHP-20-015: Submitted by **Larry McMillin**

A request to remove an Eligible Historic Resource from the Ontario Register of Historic Resources, consisting of a single-family residence located at 711 East J Street, within the LDR-5 (Low Density Residential - 2.1 to 5.0 du/ac) zoning district (APN: 1048-102-20). **Historic Preservation Subcommittee action is required.**

PMTT20-009: Submitted by **LHL Investments Group LLC**

A Tentative Tract Map (TTM 20331) to subdivide 0.735 acres of land into 8 numbered lots and 3 lettered lots, located at 1752 East G Street, within the MDR-11 (Low-Medium Density Residential – 5.1 to 11.0 du/ac) zoning district (APN: 0110-241-57). Related File: PDEV20-026. **Planning Commission action is required.**

PMTT20-010: Submitted by **Prologis**

A Tentative Parcel Map (TPM 20273) to subdivide 366.65 gross acres of land into 22 lots bordered by Eucalyptus Avenue to the north, Carpenter Avenue to the east, Merrill Avenue to the south, and Grove Avenue to the west, within the SP/AG (Specific Plan/Agricultural Overlay) zoning district (APNs: 1054-161-02, 1054-171-01, 1054-171-03, 1054-171-04, 1054-181-01, 1054-181-02, 1054-191-01, 1054-191-02, 1054-361-01, and 1054-361-02). Related File: PSP-18-001. **Planning Commission action is required.**

PSGN20-097: Submitted by **City of Ontario**

A Sign Plan for the installation of a monument sign for the DOWNTOWN MOBILITY HUB AT THE FALLIS HOUSE, located at 122 South Vine Avenue, within the MU-1 (Downtown Mixed Use) zoning district (APN: 1049-021-19). **Staff action is required.**

PSGN20-098: Submitted by **Main Street Signs**

A Sign Plan for the installation of 3 walls signs and one blade sign for JERSEY MIKE'S, located at 3420 East Ontario Ranch Road, within The Avenue Specific Plan, within The Avenue Specific Plan (APN: 0218-402-43). **Staff action is required.**



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PSGN20-099:

Submitted by WESCOM

A Sign Plan for the installation of 3 new replacement signs, including two wall signs and one monument sign for WESCOM, located at 4330 East Mills Circle (APN: 0238-014-46). **Staff action is required.**

PSGN20-100:

Submitted by Freehand Sign Company

A Sign Plan for the installation of two wall-mounted signs and one blade sign for YOGA SIX, located at 3450 East Ontario Ranch Road, within The Avenue Specific Plan (APN: 0218-402-43). **Staff action is required.**

PSGN20-101:

Submitted by Trulite Signs Inc

A Sign Plan for the installation of one wall sign for TARGET (warehouse), located at 1505 South Haven Avenue, within the California Commerce Center Specific Plan (APN: 0211-281-34). **Staff action is required.**

PSGN20-102:

Submitted by Fast Signs

A Sign Plan for the installation of one wall sign for BUILDING BRIDGES FOSTER FAMILY AGENCY, located at 2890 East Inland Empire Boulevard, Suite 100, within the Transpark Specific Plan (APN: 0210-191-19). **Staff action is required.**

PSGN20-103:

Submitted by Sign of Success

A Sign Plan for the installation of one non-illuminated wall sign FOR DOWNTOWN ONTARIO IMPROVEMENT ASSOCIATION, located at 425 North Euclid Avenue, within the MU-1 (Downtown Mixed Use) zoning district (APN: 1048-354-06). **Staff action is required.**

PSGN20-104:

Submitted by GAN Signs and Graphic, Inc

A Sign Plan for the installation of one illuminated wall sign and one illuminated blade sign FOR PIO PICO'S TACOS, located at 3410 East Ontario Ranch Road, #202, within The Avenue Specific Plan (APN: 0218-402-43). **Staff action is required.**

PSGN20-105:

Submitted by Empire Sign and Crane Service

A Sign Plan for the installation of one wall-mounted illuminated sign and replace one tenant panel on an existing freeway pylon sign for METRO BY T MOBILE, located at 3045 South Archibald Avenue, Suite F, within the CN (Neighborhood Commercial) zoning district (APN: 0218-141-32). **Staff action is required.**

PSGN20-106:

Submitted by Beaute by J Simone

A Sign Plan for the installation of one non illuminated wall sign for BEAUTE BY J SIMONE, located at 110 West Holt Boulevard, within the MU-1 (Downtown Mixed Use) zoning district (APN: 1048-564-10). **Staff action is required.**



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PSGN20-107: Submitted by **Megahertz Electric Sign and Lighting**

A Sign Plan for the installation of one non-illuminated wall mounted sign for SPARKPOWER CORP, located at 1730 East Francis Street, within the IG (General Industrial) zoning district (APN: 0113-631-04). **Staff action is required.**

PSGN20-108: Submitted by **JOSE GUZMAN**

A Sign Plan for the installation of a Temporary Sign for LA MICHOCANA TARASCA, located at 2225 South Mountain Avenue, within the CN (Neighborhood Commercial) zoning district (APN: 1015-131-20)). **Staff action is required.**

PSGN20-109: Submitted by **Elite Sign Services, Inc.**

A Sign Plan for the installation of a new monument sign for PROLOGIS, located at 4000 East Airport Drive, within the California Commerce Center Specific Plan (APN: 0211-222-41). **Staff action is required.**

PSGP20-006: Submitted by **ELBA, INC**

A Sign Program for property located at the northwest corner of Holt Boulevard and Grove Avenue, at 1191 East Holt Boulevard, within the MU-2 (East Holt Mixed Use) zoning district (APNs: 1048-472-16, 1048-472-17, and 1048-472-23). Related File: PDEV17-034. **Staff action is required.**

PTUP20-070: Submitted by **Blutopia Foods Inc.**

A Temporary Outdoor Dining Permit for JIKAN JAPANESE RESTAURANT, located at 3495 East Concourse Street. Effective 10/01/2020. **Staff action is required.**

PTUP20-071: Submitted by **Good Ranchers, LLC**

A Temporary Use Permit for a charitable fundraising event within the Ontario Mills parking lot, located at 1 East Mills Circle, within the Regional Commercial land use district of the Ontario Mills Specific Plan (APN: 0238-014-36). Event to be held 10/22/2020 to 11/4/2020. **Staff action is required.**

PTUP20-072: Submitted by **ULINE Shipping Supplies**

A Temporary Use Permit to conduct an outdoor hiring event for ULINE, located at 2950 East Jurupa Street. Event to be held on 10/24/2020, 7:30AM to 3:30PM. The event is anticipated to have a total of 300 people attend per day, with a maximum number of 45 applicants per hour. **Staff action is required.**

PTUP20-073: Submitted by **UPS**

A Temporary Use Permit to conduct an outdoor training event for UPS, located at 3480 East Jurupa Street. Event to be held on 9/16/2020 through 1/15/2020. **Staff action is required.**

PTUP20-074: Submitted by **Smile Direct Club**

A Temporary Use Permit to conduct a 5-day event at Ontario Mills Mall to provide digital scanning services for off-site production of invisible aligners by SMILE DIRECT CLUB, located at 1 East Mills Circle, within the Ontario Mills Specific Plan. Event to be held on 10/31/2020 through 11/03/2020,



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10:00AM to 5:00PM. The total number of attendees is anticipated to be 25 people and will be by appointment only. **Staff action is required.**

PTUP20-075:

Submitted by Carey Adams

A Temporary Use Permit for a model home sales office for LENNAR HOMES, in conjunction with a construction trailer for Parklane, located at 3318 East Kane Drive within Planning Area 28 of the Subarea 29 Specific Plan. Related Files: PDEV20-006 (TM 19907 and TM 19909). **Staff action is required.**

PTUP20-076:

Submitted by Boiling World

An Outdoor Dining Permit for BOILING WORLD, located at 4431 East Ontario Mills Parkway. Effective 10/15/2020. **Staff action is required.**

PTUP20-077:

Submitted by LA CUMBIA NIGHTCLUB

An Outdoor Dining Permit for LA CUMBIA NIGHTCLUB, located at 1531 East Fourth Street. Effective 10/22/20. **Staff action is required.**

PVER20-048:

Submitted by RS Construction and Development

A Zoning Verification for property located at 218 West E Street, within the OL (Light Office) zoning district (APN: 1048-352-11). **Staff action is required.**

PVER20-049:

Submitted by Howard Zoning

A Zoning Verification for property located at 3700 and 3760 Inland Empire Boulevard and 3340, 3350 and 3660 Porsche Way (APNs: 0210-211-28, 0210-211-37, 0210-211-44, 0210-211-48, 0210-211-49, and 0210-211-50). **Staff action is required.**